

Latitude 38

VOLUME 151, JANUARY 1990

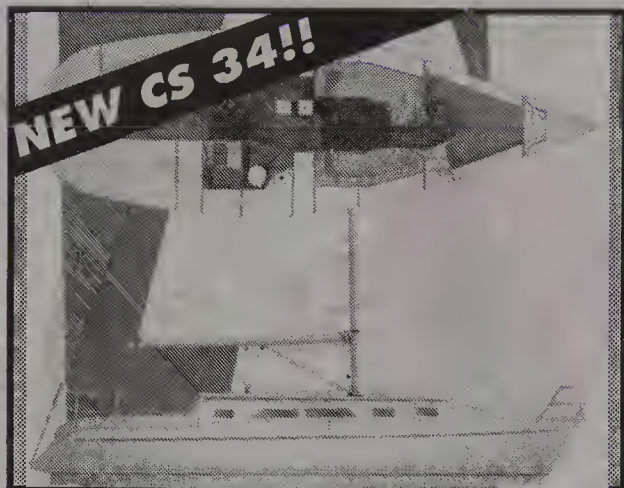
CIRCULATION: 48,000



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**Combines Impressive Performance
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Two left at Special \$84,900 Price!!!

Two private staterooms, large head with separate full head-room shower, convenient well-lit galley, large, comfortable cockpit, diesel, wheel, hot and cold pressure water. Many other unique features, too numerous to list.

Special Package includes: sails, spinnaker or roller furling, electronics, and ready to enjoy.

NOW - NO PAYMENTS 'TIL 1991

We still have a couple of openings available in our charter program offering you an exclusive opportunity to own a new boat at tremendous savings.

D'ANNA - FREE BROKERAGE LOCATOR SERVICE

BROKERAGE SPECIALS

SAILBOATS

22'	CATALINA	3,500
23'	ERICSON, exc. cond.	7,500
24'	S-2 '87, LIKE NEW	OFFERS
26'	DAWSON, aft cabin	8,000
27'	CS, '82	TRY 18,000
27'	NEWPORT, '81, DSL	9,500
28'	ERICSON+, '82	31,000
29'	C&C, Autohelm	32,000
29'	J-29, reduced	TRY 27,000
30'	CATALINA	32,000
33'	SOVEREL	39,500
35'	SANTANA, repo. TRY	36,000
36'	CS, loaded	75,000
36'	STEEL Cutter	35,000

LIVEBOARDS

32'	CORONADO	TRY 22,000
35'	ERICSON, 2 from	29,500
37'	O'DAY	45,000
37'	TAYANA, '78	72,000
37'	TAYANA, '85, loaded	85,000
38'	CMPR/NICHOLSON	37,000
38'	HANS CHRISTIAN	85,000
40'	CHEOY LEE KETCH	89,000
40'	VALIANT 40, '80	99,995
47'	PERRY, loaded	135,000
50'	CS, '88	358,000

POWER

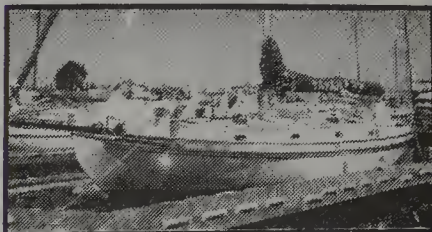
24'	FIBREFORM	11,800
25'	CARVER, 1988	43,000
30'	ROUGHWATER	31,500
33'	CARVER, gen., loaded	28,000
34'	SILVERTON	75,000
38'	CALIF. T/TURBOS	99,500
37'	EGG HARBOR, T/Dsl	40,000
38'	DEFEVER	59,500
40'	BLUEWATER	89,500
41'	CHRIS, excl.	89,500
42'	CALIFORNIAN '87 ..	210,000
43'	CHRIS CRAFT	TRY 105,000
45'	CUSTOM TRAWLER ...	75,000
48'	CAMARGUE T/CATS	335,000
62'	WHEELER, certified ..	185,000

**HUNDREDS OF OTHER
BOATS AVAILABLE**

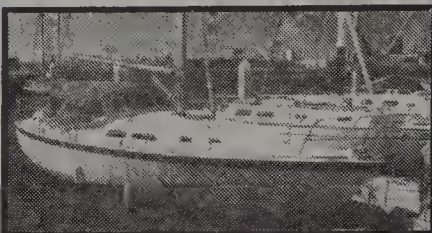
**WE NEED
LISTINGS!!**



PERRY 47 Complete cruise equipped, extensive sails, AP, full electronics, generator, ctr cockpit, gorgeous liveabrd. Asking \$135,000



TAYANA 37 One of the worlds most popular cruisers. Well equipped and taken care of - Offered at \$72,000.



O'DAY 37 Ctr cockpit, aft cabin, roller furling, dsl, full electronics. Loaded; exclnt cond. Priced for quick sale at \$45,000. Sistership



WESTSAIL 32 This one's beautiful and in excellent condition. She's got to be the best around. A steal at \$54,000 Sistership



NEWPORT 27 Great little starter boat at great savings. Come see and try a fun boat to sail. Only \$9,500! Sistership



LORD NELSON TUG 37 Beautiful interior. Great liveaboard. \$118,000

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Exp...
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6:45 a.m. Saturday...
8:00 a.m. "Lucy"...

An...
10:15 a.m. TV...
5:00 p.m. Ha...
11:00 p.m. m...
1:00 a.m. m...
8:00 a.m. h...
Pineapple...

The...
"Whitney"...

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Jim Fair has just...
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To...
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"Wild Goose" won the race...
The Nordic is a racer/cruiser...

This Goose Cooked (all the way to the finish)
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The Nordic is a racer/cruiser...
Sails and state-of-the-art...
"Goose's" sails were built to be...
fast and stay fast. The Kevlar main...
was built in 1987 and is still...
winning races. The newest...
spinnaker was built before last...
year's Pacific Cup. All the sails on...
the boat have remained...
competitive, defeating much newer...
sails in a highly competitive fleet.

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See us at the Cow Palace Boat Show.



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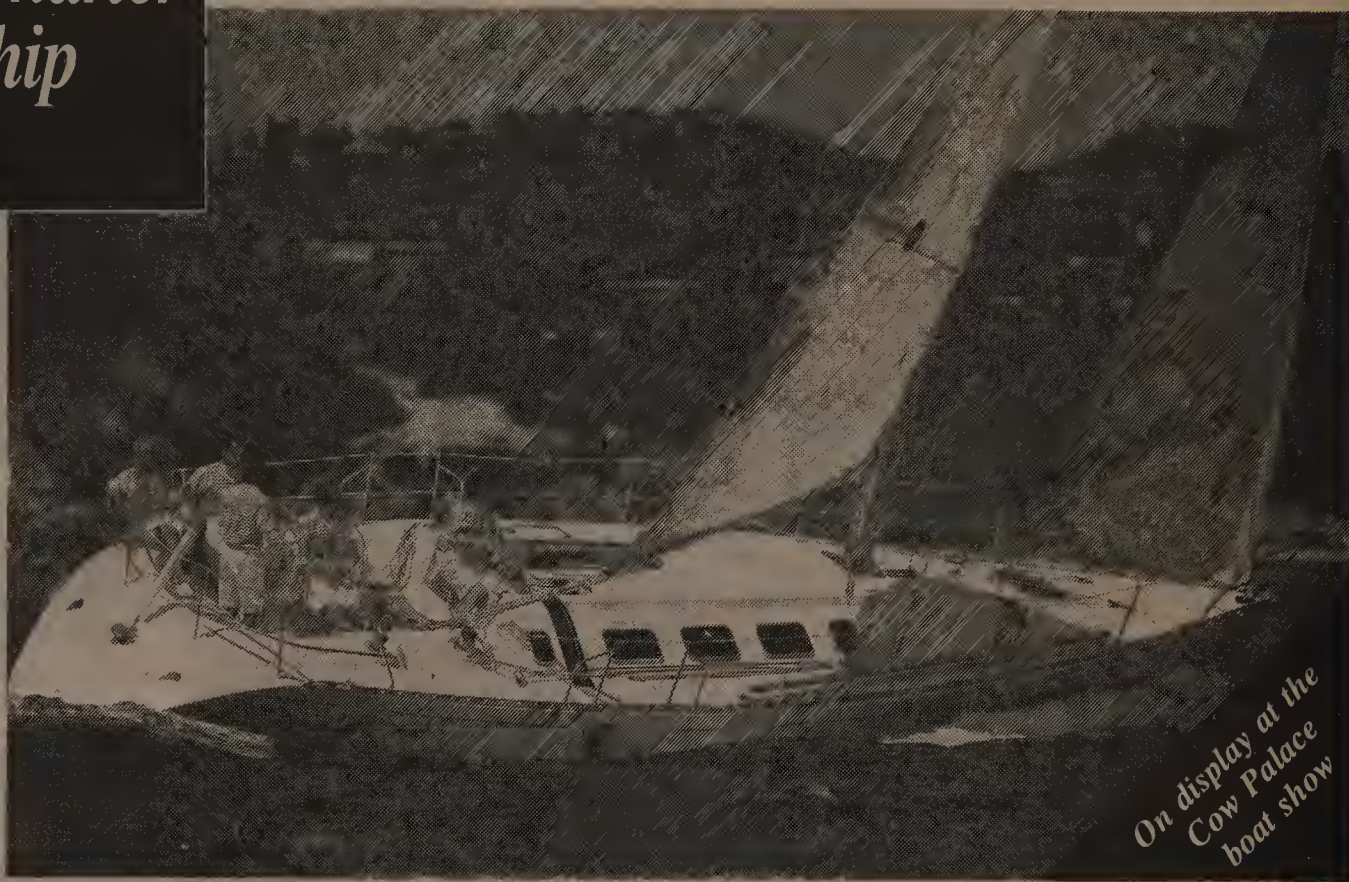
*Powered by Pineapples

Move up to Beneteau with the Passage Yachts Charter Ownership Plan.

Now owning a new Beneteau is easier and more affordable than ever.

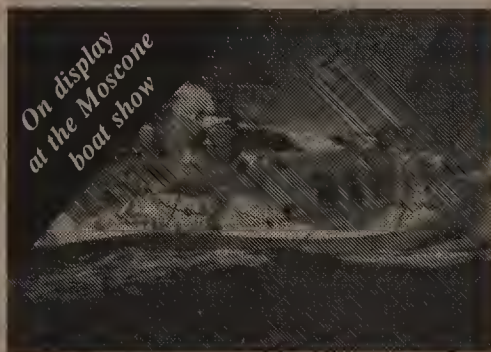
With the Passage Yachts Charter Ownership Plan we can place your new Beneteau into a professionally managed charter program

at a location convenient for you. Three of the best charter companies in the Bay Area, Horizons Charter of Alameda, Dave Garrett Sailing of Sausalito and Olympic Circle Sailing Club in Berkeley are all part of this new program.



Beneteau 41.5

On display at the Cow Palace boat show



Beneteau 35.5



Beneteau 350

The largest charter company in the world, The Moorings Ltd. places only Beneteaus into charter service.

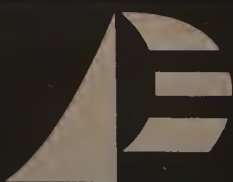
The reasons are simple. Beneteau builds some of the best boats in the world; they are rugged, exceptionally well engineered and use only the best components. This means that Beneteaus don't break and they have substantially lower maintenance costs than other boats.

People love to charter Beneteaus.

They're comfortable, elegant and sexy. They're fast, responsive and sail like a dream. The charter potential on a Beneteau is so good that your boat will provide guaran-

teed income that in some cases will cover your full monthly boat payment. You will also be entitled to significant tax advantages under the new tax law.

Call today to find out more about the Passage Yachts Charter Ownership Plan.


PassageYachts INC

**1220 Brickyard Cove Rd.
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(415) 236-2633
FAX (415) 234-0118**

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COVER PHOTO: Latitude/Rob Moore
Racing Into The '90s

Graphic Design: Terri L. Wilder

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FREE BERTHING

Call for details, we want listings!

62' Motorsailer ketch	195,000
51' Beneteau	250,000
47' Passport	220,000
45' Lancer MTR sailer	125,000
44' Mason Cutter	224,000
44' Norseman ctr cckpt	215,000
44' Peterson, cntr cckpt	125,000
42' Pearson 424 ketch	99,000
42' Farr, "Monique"	45,500
42' Passport Cutter	150,000
41' C & C, race equipped	130,000
41' Nelson-Marek	99,000
41' Newport	78,000
40' Beneteau 405	119,000
40' Olson	129,000
40' Farr	130,000
40' Swift	108,000
40' Columbia	39,500
40' Lingard	79,500
41' Hinckley	125,000
40' Beneteau 10R	115,000
39' Cal 2-39	74,500
38' Ericson	98,900
38' C&C Landfall	76,500
38' Farallone Clipper	35,000
38' Peterson Brown Sugar	75,000
38' Hinckley	88,000
38' Morgan	61,000
37' Swan 371 Loaded	149,000
37' Express	99,000
37' Endeavour	64,500
37' Ranger	42,000
36' Custom, Kauri	89,000
36' Cheoy Lee, Luders	49,000
36' Islander	49,000
36' Pearson 1985	97,500
35' Santana	54,950
35' Niagra	77,900
35' Beneteau	58,000
34' Wylie (3)	39,900
34' Peterson Must Sell	20,000
34' Pearson	68,000
33' Pearson	71,900
33' Aphrodite	27,950
33' Dehler	65,000
33' Ranger, Harken	34,500
33' Newport	40,000
33' Morgan, Dsl, Wheel	35,000
32' Beneteau	39,900
30' Tartan	19,500
30' Pearson (2)	20,800
30' Island Bahama	OFFERS
30' Hunter	32,500
30' Newport	28,000
30' Cal 3-30	24,950
29' Ericson	23,500
28' Pearson	31,500
28' Islander 28, Diesel	29,750
27' Cal 2-27	21,000
26' Pearson	16,200
26' C & C	22,000



1986 PEARSON 33. This late model, popular sized boat includes furling, loran, auto-pilot, and dodger. An excellent choice. \$71,900.



ISLANDER 36. One of the most popular one-design classes. This boat has benefitted from meticulous maintenance and caring owners. \$49,000.



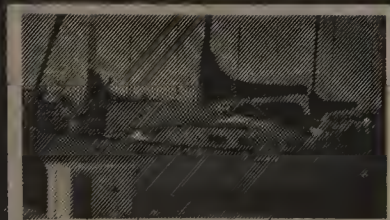
Pearson 424. Stiff cruising ketch. Partial list includes radar, furling jib, electric windlass. Spic and span. Now only \$99,000.



CAL 2-39. This popular Cal would make an excellent coastal cruiser. New cushions, varnish, relubricating, after an extensive cruise. \$74,500.



1983 NORSEMAN. The discriminating sailor will appreciate the fine quality and exhaustive equipment list on this superb, customized yacht. At our harbor. \$215,000.



1983 SWIFT 40. A "must see" center cockpit cruiser in beautiful condition. A/P, vane, satnav, radar, technautics refer. Out of town owner offering at below market. Won't last long at \$108,000.



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WE FEEL THIS IS THE BEST
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**WE HAVE 150 SAILBOATS IN
OUR MARINA. VIRTUALLY EVERY
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Built from the finest materials by skilled craftsmen, the 35 offers the strength and safety of a true bluewater cruiser. She is delivered complete with sails, roller furling, electronics, safety and anchor package — plus over 90 standard features!!

Our Last 1989 Dealer Demo Offered At Tremendous Savings — Call For Complete Package And Price!!

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ENDEAVOR 43 — DISTINCTIVE CRUISER/LIVEABOARD WITH 6'7" HEADROOM. WELL EQUIPED WITH LIFERAFT, DINGHY, GENERATOR, AND LOTS MORE!!!



NORSE 27 — STRONG CRUISER FOR THE BAY AND OCEAN. SHE HAS HAD PROFESSIONAL MAINTENANCE! WHAT A BEAUTY



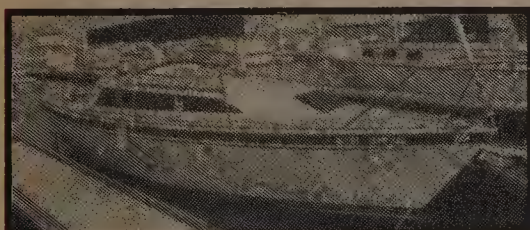
FLICKA — A STURDY OFFSHORE/BLUEWATER CRUISER WITH ENCLOSED HEAD AND DIESEL!!! BOAT SHOWS EXCELLENT CARE. HURRY BEFORE SHE SAILS AWAY!



CT 41 — PACIFIC CRUISER WITH INVENTORY TO MATCH. SHE HAS THE RARE CENTER COCKPIT. DON'T MISS THIS ONE!



YANKEE CLIPPER — BETTER THAN NEW WITH MANY UPGRADES. PRISTINE CONDITION!



O'DAY 272 — GREAT PERFORMING WING KEEL BOAT FOR YOUR DELTA VACATION OR JUST WEEKENDS ON THE BAY! SHE'S A SWEETHEART!



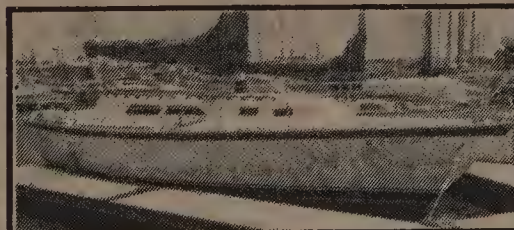
WESTSAIL 28 — WESTSAIL THE WORLD! THIS BOAT HAS EVERYTHING DOWN TO THE SAFETY HARNESS. BRING YOUR SWIM-GEAR AND LEAVE!!



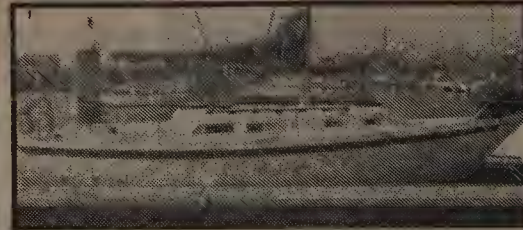
PEARSON 35 — CRUISED IN FLORIDA THEN BROUGHT TO CALIFORNIA. THIS IS A GREAT BOAT FOR GUNKHOLING! QUICK, COME SEE!!!



US 35 PH — ROOMY SAILER FOR THE TALL SKIPPER SEEKING AN EASILY SAILED, COMFORTABLE LITTLE SHIP!



O'DAY 30 — SAIL AWAY ON THE DREAM BOAT! WELL CARED FOR WITH COMPLETE BOAT CANVAS! YOUR DREAM COME TRUE!



ERICSON 29 — SHE'S REALLY GREAT! SEE WHY ERICSON HAS A REPUTATION FOR STRENGTH AND QUALITY IN A FINE SAILING BOAT.

20' FLICKA 1/8 DSL	37,500
27' J-27	24,500
27' NORSE 27	2 from 35,000
28' WESTSAIL 28	39,950
29' ELITE	39,500
29' PLASADA	OFFERS
30' BABA	66,500
30' CATALINA	26,000
30' O'DAY	29,950
30' PEARSON	24,500
30' SANTANA 30/30	30,000
30' SAN JUAN	26,800
32' FREEDOM 32	2 FROM 77,500

32' TRAVELLER	49,500
33' NOBLE	29,500
33' RANGER	28,000
33' CAL	38,000
33' C&C	31,000
34' FISHER P.H.	69,000
34' PETERSON	39,950
34' C&C	45,000
35' SANTANA	52,900
35' PEARSON	33,500
35' ERICSON DSL	42,000
35' SCHOCK '89	79,000
35' US PILOTHOUSE	REDUCED

SELECT SAIL LISTINGS

35' ALBERG	29,500
35' TANZER	70,000
36' C&C	2 from 44,900
36' ISLANDER, point	Offers
36' CHEOY LEE PEDRICK 2 from	79,500
36' CATALINA	2 from 59,500
37' CREALOCK	2 from 92,500
37' TAYANA	72,000
37' RANGER	58,000
37' ISLANDER	37,500
38' MORGAN	59,000
38' ERICSON	79,900

38' KETTERBERG	25,900
38' DEBLER	129,900
38' C&C 3 from	69,500
40' C&C, cruise	115,000
40' C&C, race	92,000
41' CT CENTER COCKPIT	85,000
41' YANKEE CLIPPER	59,500
41' C&C	2 from 136,000
41' KING'S LEGEND	69,000
41' IRVIN	99,000
41' HALBERG RASSY	110,000
42' WESTSAIL	109,900
43' ENDEAVOUR	119,500

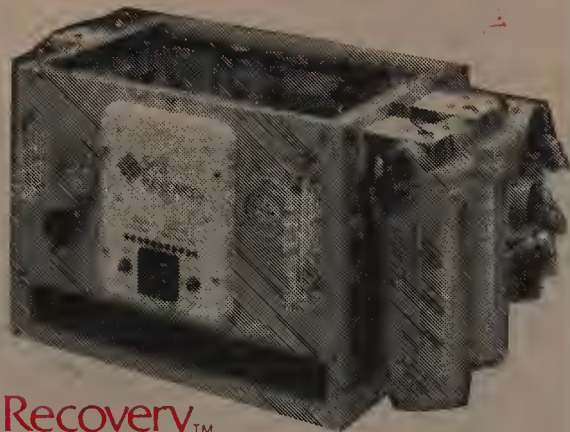
43' PETERSON	89,000
43' MASON, Hawaii vet	136,000
43' PEARSON	89,000
43' SERENDIPITY	76,000
44' GULFSTAR	139,500
44' C&C	150,000
45' ERICSON	69,000
45' NELSON MAREK	100,000
46' ISLAND TRADER	129,000
46' CAL	85,000
47' PASSPORT	220,000
47' KAUFMAN/LADD	109,000
48' CUSTOM STEEL	225,000

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**THE SYSTEMS
PEOPLE**
Celebrating Our
12th Year

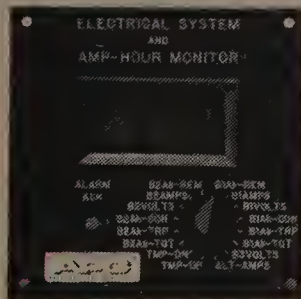
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Models from 8 to 50 gallons per hour.

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MORGAN 46, '80 Ketch, ctr ckpt, 3 staterms, 2-100 amp alts., mech. refrig., windlass, every system upgraded. New eng has only 300 hrs. Asking \$148,500.



MAYA 41, 1988. High performance cutter. Teak decks, luxurious exotic wood interior, capable of 200mile/day passages. Built at a cost of \$250,000 . . . Owner will sell for . . . **\$125,000.**



CHRIS 48 1966. Steel hull, flush deck motor yacht. New interior, new exterior, new galvanic monitoring system, class blue & white beauty. \$65,000.



HANS CHRISTIAN 48, '86 Mercedes dsl, N/L gen set, watermaker, w/fax, spinnaker gear. Unparalleled for speed and comfort. \$295,000.



SWED 55, '77 Amazing performer! Outstanding design and construction. Owner has told us to sell his boat. Asking \$89,500.



PEARSON 36, '85 Like new! Very spacious layout, aft cabin and she sails like a racing machine. \$97,000.

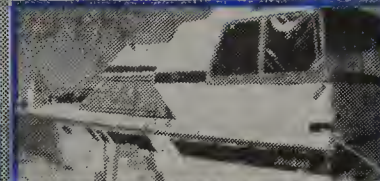


ISLANDER 36, '78 Vintage year for S.F. Bay's most popular racer/cruiser. Very clean vessel with well cared for diesel. \$49,000.



VAGABOND 47 Kitch. Garden dsgn cntr cockpit cruiser will satisfy your need for old world elegance and state-of-the-art performance. Two from \$99,500

SAIL			POWER		
27'	CATALINA, 1985	24,750	33'	PRETA, 1976	75,500
27'	ERICSON, 1974	16,000	39'	LANDFALL, 1978	79,200
27'	HUNTER, 1984	26,500	40'	CHALLENGER, 1974	84,500
28'	NEWPORT, 1980	17,900	40'	CHEOY LEE, 1968	69,000
28'	ISLANDER, 1976	22,500	40'	FREEDOM, 1981	120,000
28'	NEWPORT YCHTS, 1977	21,900	40'	LIDGARD, 1982	73,000
29'	CAL, 1972	29,500	41'	DARWINSKI, 1978	84,900
29'	ERICSON, 1978	18,000	41'	FORMOSA, 1972	79,500
29'	J, 1983	26,400	41'	FREEMPORT, 1976	98,500
30'	ERICSON, 1986	45,000	41'	MAYA, 1988	125,000
30'	IRWIN, 1980	30,000	41'	NEWPORT, 1973	50,000
30'	ISLANDER . . . 2 FROM	20,000	41'	RHODES, 1966	60,000
30'	J, 1982	43,000	42'	BREWER, 1987	149,500
30'	MORGAN, 1970	22,500	42'	CHEOY LEE, 1971	98,450
30'	PALMER-JOHNSON, 1972	29,000	42'	HOLLAND, 1959	55,000
30'	PEARSON, 1983	45,000	42'	US NAVEL S, 1946	46,000
30'	ROBERTS, 1972	13,500	43'	CHEOY LEE, 1983	135,000
30'	S-2, 1979	33,000	43'	STEEL SCHOONER	68,000
30'	SOVERIGN, 1984	30,000	43'	COLUMBIA, 1970	75,000
31'	CHEOY LEE, 1969	29,000	43'	HANS CHRISTIAN, 1977	125,000
31'	DUFOUR, 1982	42,000	43'	OFFSHORE, 1979	85,000
31'	HUNTER, 1986	42,900	43'	WESTSAIL, 1975	101,000
31'	MARINA	33,500	44'	HARDIN, 1979	111,000
31'	VINDO, 1974	51,000	44'	PETERSON, 1977	124,400
32'	COLUMBIA, 1977	32,000	45'	EXPLORER, 1979	100,000
32'	GULF, 1982	56,000	45'	HARDIN, 1982	107,000
32'	PEARSON, 1982	46,000	46'	CAL 2-46	135,000
32'	SABRE, 1986	85,500	46'	MORGAN, 1980	148,500
32'	TRAVELER, 1978	49,500	47'	PASSPORT, 1985	220,000
32'	WESTSAIL, 2 FROM	49,500	47'	VAGABOND, 1978	107,000
33'	HUNTER, 1979	39,000	48'	CSTM STL KETCH, 1981	250,000
34'	HUNTER, 1983	49,500	48'	HANS CHRISTIAN, 1986	295,000
34'	ISLANDER, 1978	29,500	48'	HUGHES, 1971	129,500
34'	PEARSON, 1984	55,000	55'	FIBERSTEEL, 1975	99,000
35'	CORONADO, 1972	34,000	62'	CSTM STEEL, 1979	185,000
35'	S-2, 1987	108,000	65'	SWAN, 1984	1,150,000
35'	SANTANA, 1980	47,000			
35'	WARRIOR, 1974	55,000	28'	BAYLINER, 1984	35,500
36'	ATKINS, 1985	35,000	30'	TOLLYCRAFT, 1975	33,000
36'	CS, 1981	74,500	30'	TOLLY, 1975	35,000
36'	FORMOSA, 1980	45,000	30'	McCRARY, 1927	22,000
36'	HUNTER, 1981	55,000	32'	TROJAN, 1974	52,500
36'	ISLANDER . . . 4 FROM	44,500	32'	BAYLINER, 1986	69,500
36'	J, 1981	86,000	34'	FIBERFORM, 1977	66,000
36'	PEARSON, 1985	55,000	36'	STEPHENS, 1954	27,500
36'	S-2, 1979	59,000	36'	SEA RAY, 1979	77,000
36'	UNION, 1980	79,000	36'	MODERN, 1983	77,000
37'	DARWIN, 1978	84,900	36'	GRAND BANKS, 1974	79,950
37'	ENDEAVOUR, 1979	70,000	37'	HERSHINE, 1979	69,750
37'	ISLANDER PH . . . 2 FROM	47,000	40'	MARINE TRADER, 1978	125,000
37'	KINGS-ESSEX, ENG, '36	60,000	40'	CHB, 1988	175,000
38'	C&C YACHTS, 1980	76,500	40'	BLUEWATER-TAIWAN, 1977	86,000
38'	CATALINA, 1983	45,000	41'	MATHEWS, 1952	39,500
38'	ERICSON, 1986	109,000	42'	UNIFLITE, 1973	129,500
38'	FARR, 1978	69,000	42'	KROGEN, 1988	190,000
38'	HANS CHRISTIAN, 2 FRM	75,000	42'	GRAND BANKS, 1968	79,500
38'	KETTENBURG, 1957	19,500	43'	PRESIDENT, 1983	160,000
39'	CAL, 1979	66,000	49'	ALBIN, 1980	165,000
39'	ERICSON, 1971	45,000	53'	MATTHEWS, 1965	143,500
			57'	CHRIS CRAFT . . . 2 FROM	169,000



CALIFORNIA 42, '86 Spacious and elegant performer. Call for more details. This dreamboat can be yours for only \$211,000.



CHEOY LEE Offshore 40, '67 Painstakingly restored to bristol condition (we mean it too!) 75hp dsl, A/P, Loran, new sails. 6'4" headroom. \$69,000.



31' VINDO 40, '74 Swedish slp w/diesel aux, full keel, B&G instr, teak decks & varnished mahog. cabin sides, 6 sails, dodger, sailing dinghy. Exc cond. \$51,000.



FREEMPORT 41 - (2) '77, '76 Both are well cared for; in great shape; ready to charge across the Pacific or make a home for you an S.F. Bay. \$79,000.



HANS CHRISTIAN 43, '8 3.5kw gen set, performance keel, spinnaker gear, big holding plat, refer, freezer, custom head with tile. \$125,000.

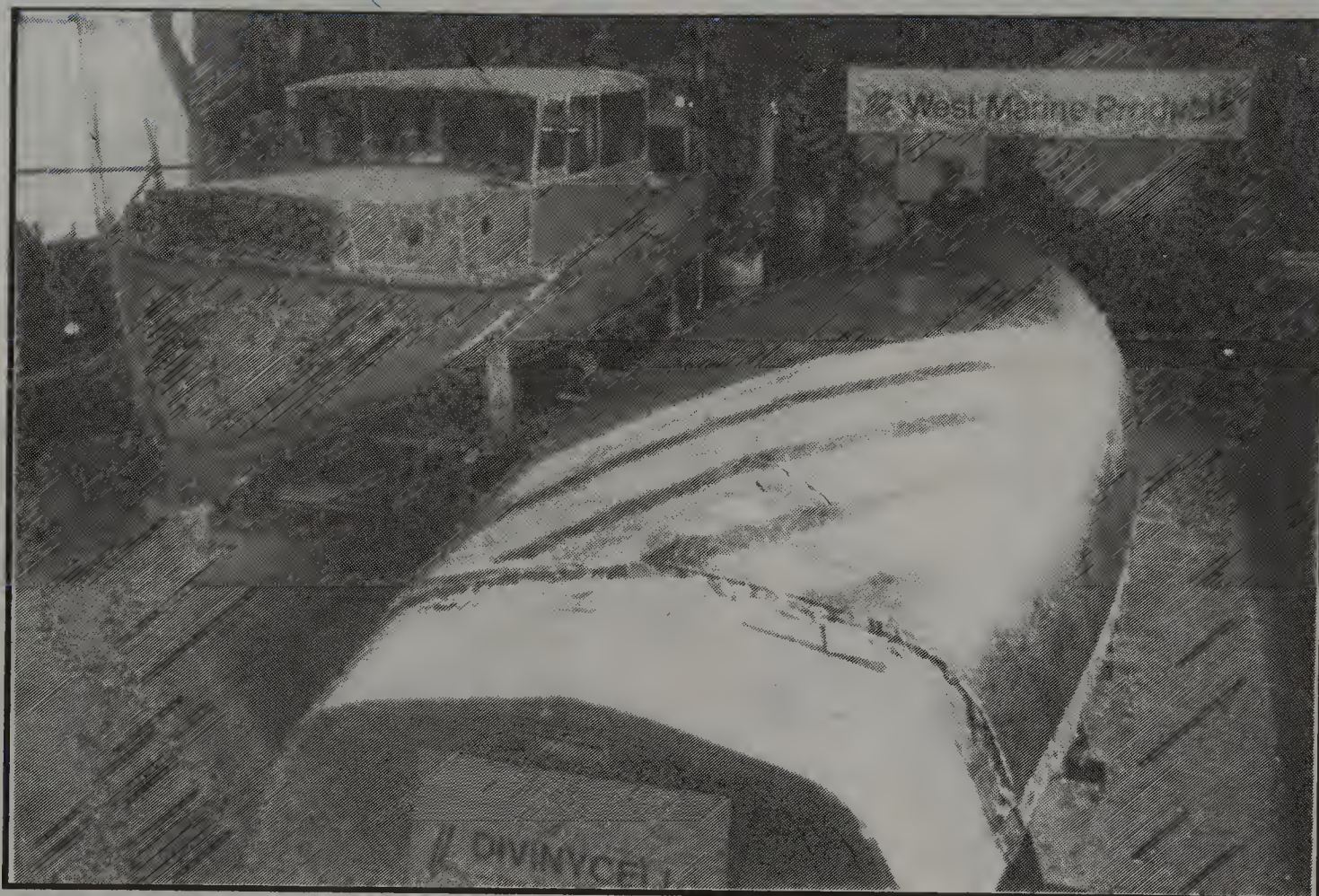
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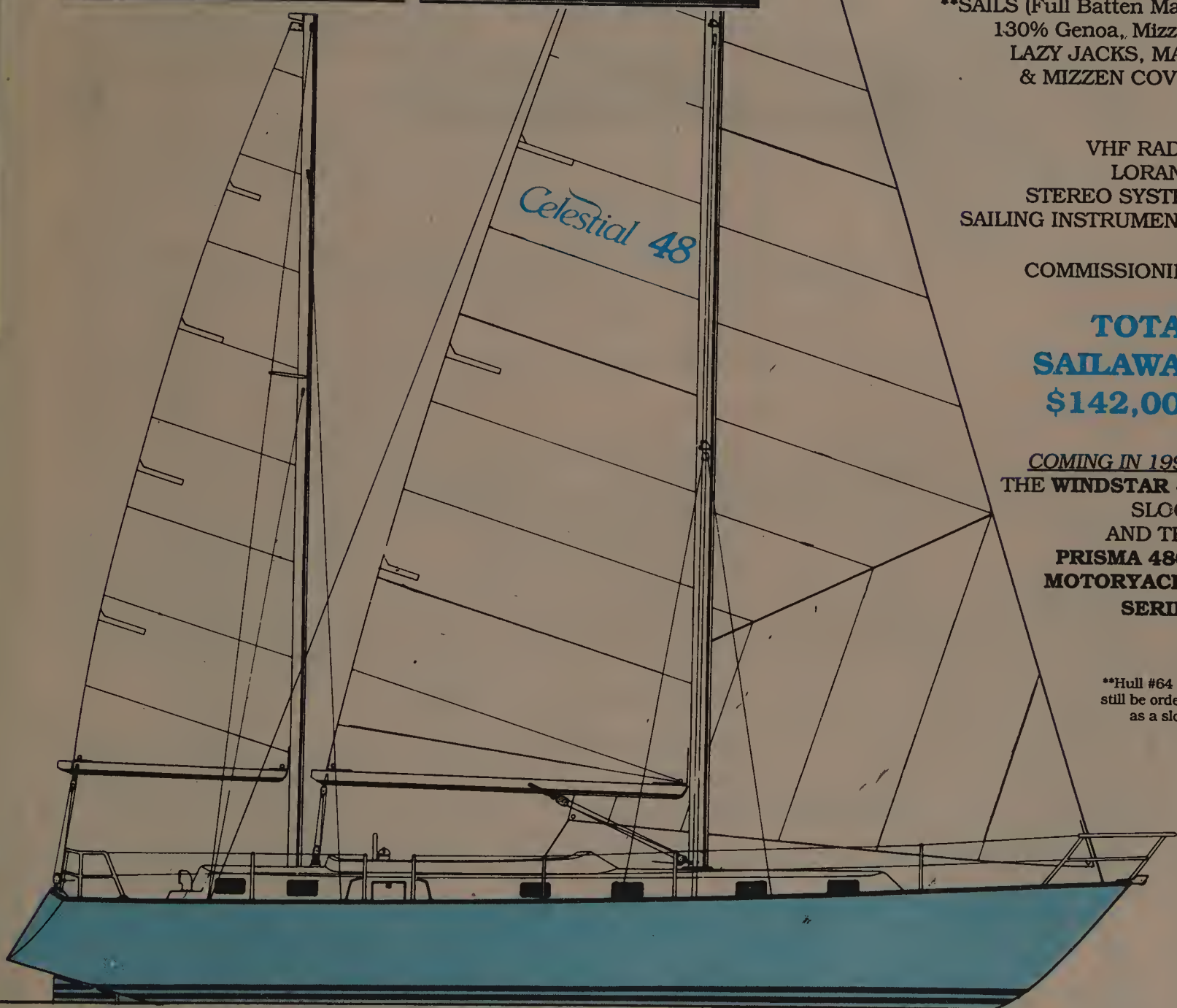
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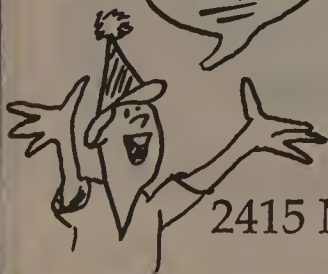
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COME AND SEE THE F-27

At the San Francisco International Boat Show!

MOSCONE CENTER
SAN FRANCISCO

Dec. 30, 1989 – Jan. 7, 1990

THE DECADE OF THE 1990s WILL BE THE DECADE OF THE F-27 . . .

Come and see why the F-27 is the hottest selling sailboat in America. To date, 120 boats have been delivered to delighted owners, and ten of them are right here in the Bay Area. The F-27 is the sailboat of the future because . . .

THE F-27 IS FAST, STRONG, STABLE AND SAFE.

FAST

With sailing speeds of 25+ knots, the F-27 can sail circles around conventional boats of the same size. The F-27 can sail upwind at a faster speed than comparable-size monohulls. And she can sail off wind with the speed of a 70-footer! (Cruising, she goes about 55 on the highway!) The fastest growing one-design fleet on the Bay, the F-27 offers super high performance and an exciting new class unlike any other.

STRONG

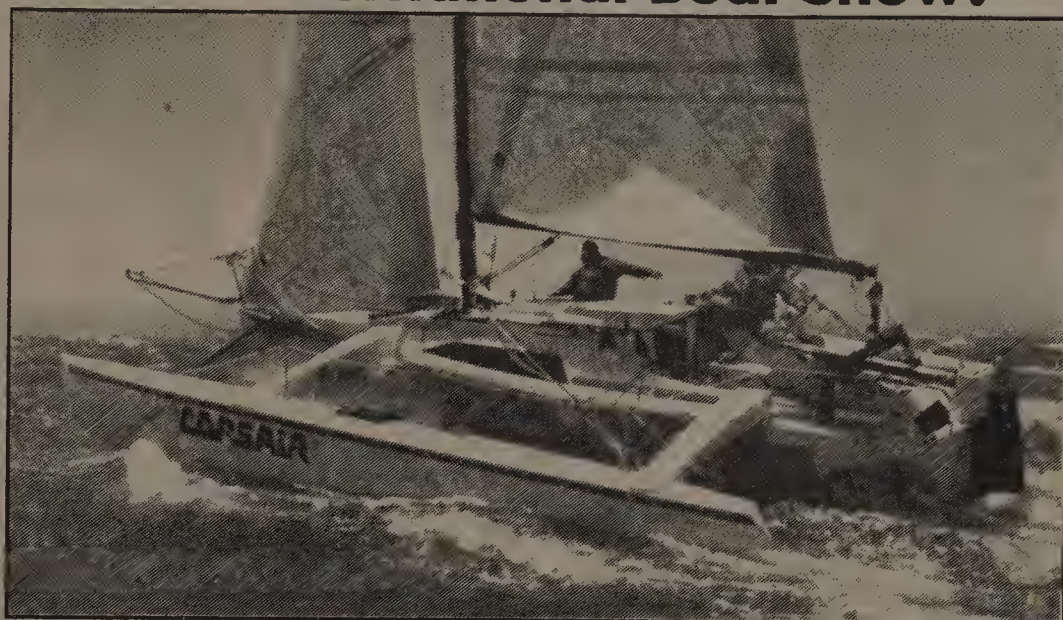
Strongly engineered, the F-27 is made of state-of-the-art materials. Both the Atlantic and the Pacific Oceans have been crossed by owner-sailed F-27s. Yet at 2600 pounds, the F-27 can be towed by an overage-size vehicle. Drawing only 14 inches of water, the F-27 can go where no other sailboat would dare! And the F-27 can be pulled right up on the beach . . .

STABLE

Because the F-27 sits nearly level and has a roomy cruising interior, she makes a great family sailboat. And because the F-27 is trailerable, you can cruise wherever you want. Setup time is about 20 minutes.

SAFE

The F-27 is made of space-age, light but strong materials. F-27's were designed to be strong enough to cross open oceans.



After the show, there's a demo boat in the water at Helms, and a chance to experience the F-27!

BROKERAGE LISTINGS

20' TRAMP TRIMARAN	12,900	36' MAGELLAN	48,000
21' FREEDOM w/trlr	12,995	39' FAIRWEATHER, '88	130,000
25' US	9,999	39' FREYA, '78	79,500
29' CASCADE, '65	19,500	40' NORSEMAN	189,000
30' HUNTER, sharp!	27,950	41' FREEPORT	115,000
30' ISLANDER	22,500	416 COOPER	89,000
30' PEARSON	29,500	42' PEARSON, '82	125,000
30' FREEDOM	79,500	43' TASWELL	222,000
31' SEAFARER new dsl ..	13,500	44' PETERSON aft cab ..	110,000
31' RUSTLER full keel	29,500	441 SWAN '79	\$185,000
31' PEARSON '78	29,500	48' MAPLELEAF	119,000
32' FREEDOM	77,000	50' SANTA CRUZ	165,000
32' GULF PILOTHOUSE	56,000	63' CUSTOM KETCH, '79	195,000
35' SANTANA	55,000	60' "ANA MARIA"	95,000
35' SANTANA	46,500	104' SCHOONER BFS	1,200,000
35' ALBERG, '66	39,500		



OLSON 40 "Race ready"! All IOR Category 1 equipment, 2 suits of sails, loaded with electronics, SatNav to WeatherFax. Proven race record. Asking \$95,000.



COOPER 416 Canadian built. Big, rigged, well built. Pilot-house design features inside steering, fore & aft double staterooms, tub & shower \$89,000



SWAN 441 '79. Extensive gear & equipment list, classic Swan quality & beauty. In beautiful shape and ready to go. \$185,000



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Nor Cal Yachts Yacht Brokerage Listings

SAIL

SZ	MAKE	YEAR	PRICE	SZ	MAKE	YEAR	PRICE
18'	CROWN	1978	\$ 4,000	32'	WESTSAIL	1974	\$ 50,000
21'	NORTHWEST	1978	\$ 6,500	32'	JEANNEAU	1986	\$ 68,900
24'	J-24	1980	\$ 10,500	32'	ERICSON	1974	\$ 29,950
25'	ERICSON	1980	\$ 15,950	33'	PEARSON (10M)	1977	\$ 44,950
26'	CHRYSLER	1978	\$ 13,950	33'	C&C	1981	\$ 53,000
27'	LANCER	1984	\$ 29,900	35'	C&C LANDFALL	1982	\$ 69,950
27'	ERICSON	1975	\$ 11,000	35'	ERICSON	1979	\$ 39,950
27'	O'DAY	1977	\$ 12,000	35'	FANTASIA	1976	\$ 65,000
28'	COLUMBIA	1969	\$ 15,500	35'	SANTANA	1980	\$ 43,000
29'	ERICSON	1970	\$ 20,950	36'	ROBERTS	1984	\$ 29,950
29'	ERICSON	1973	\$ 15,000	36'	CHEOY LEE	1965	\$ 38,000
29'	CAL 2-29	1975	\$ 23,950	36'	FORMOSA	1980	\$ 39,900
30'	PEARSON	1979	\$ 27,950	36'	HUNTER	1980	\$ 44,750
30'	CORONADO	1973	\$ 19,950	37'	RANGER	1978	\$ 46,500
30'	8ABA	1983	\$ 69,000	38'	PEARSON 385	1984	\$ 110,000
30'	PEARSON	1976	\$ 25,000	38'	CATALINA	1983	\$ 49,000
30'	ERICSON	1981	\$ 39,950	38'	ERICSON	1983	\$ 69,950
30'	RAWSON	1974	\$ 19,000	39'	FREYA	1984	\$ 90,000
30'	CATALINA	1978	\$ 28,000	40'	C&C	1984	\$ 239,950
30'	ERICSON	1983	\$ 42,000	40'	CHEOY LEE	1977	\$ 99,950
30'	OLSON ULD8	1981	\$ 22,000	40'	GULFSTAR	1978	\$ 78,900
30'	OLSON ULD8	1982	\$ 20,500	41'	JEANNEAU	1986	\$ 110,000
30'	ERICSON	1983	\$ 41,950	42'	BREWER	1987	\$ 155,000
30'	ERICSON	1984	\$ 44,950	42'	WESTSAIL	1976	\$ 124,500
30'	S-2	1979	\$ 29,950	44'	ROBERT	1980	\$ 80,000
31'	CHEOY LEE	1968	\$ 24,500	45'	JEANNEAU	1985	\$ 197,500
31'	HUNTER	1984	\$ 39,000	47'	PERRY	1979	\$ 105,000
31'	MARINER	1969	\$ 31,500	48'	CT/PERRY	1981	\$ 175,000
31'	PEARSON	1979	\$ 24,950	53'	BLUEWATER	1981	\$ 176,000

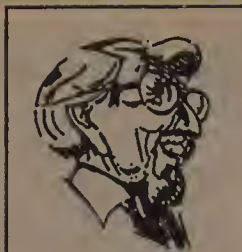
POWER

SZ	MAKE	YEAR	PRICE
17'4"	DONZI R-17	1988	\$ 14,950 *
21'6"	CELEBRITY 230 VBRT	1988	\$ 19,950
23'	DONZI R-23	1988	\$ 25,000 *
25'	DONZI CUTTY W/TRLR	1989	\$ 31,950
25'	DONZI	1988	\$ 31,950
32'	FAIRBANKS, TWIN	1989	REPO
40'	CHRIS CRAFT	1967	\$ 55,000

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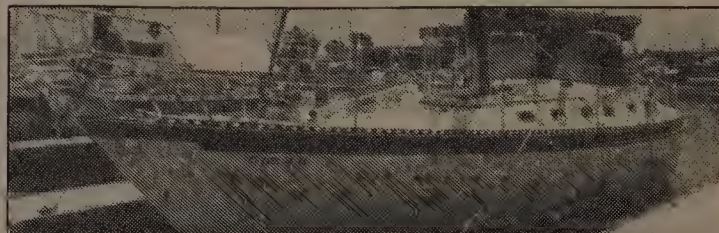
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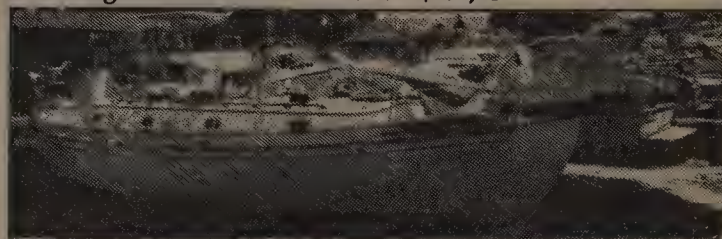
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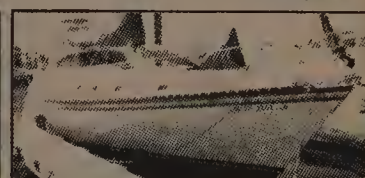
42' TAYANA 1985 Center cockpit cutter. Fwd and aft staterooms w/two heads. Beautiful interior! Furling jib & staysail, dodger. Low eng. hours. Like new exterior! \$135,000.



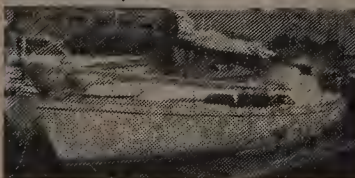
37' TAYANA 1983 Cutter Mark II. Seven sails, windvane & AP, solar panels, dodger, radar, Loran, SatNav, Nielson windlass, refrig/freezer, + more! Cruiser deluxe! Call on this one! \$95,000.



39' FREEDOM 1983 Pilot-Schooner rig with carbon fiber free-standing masts, fin keel w/skegged rudder; fast & easy to sail! Spacious interior, 44hp dsl aux. Reduced. \$99,500.



37' HUNTER 1983 Cutter. Aft cabin, dsl aux, dodger refrig, electronics, shows as new! Just listed: \$53,500.



32' FREEDOM SLOOP 1987. Carbon fiber mast, three sails, Yanmar 22 hp diesel aux, AP, SatNav, shower, equipped for cruising! Clean! \$77,500.



27' NORTH SEA 1977. Cutter Aft Cabin. Dsl aux, 8 sails, ash & teak interior! This is a cruising boat & so equipped!! Try \$29,500.



38' CATALINA, 1983 Sloop. Three Mylar head sails plus main & spinnaker, roller furling, diesel aux. Very clean and attractive! Only \$45,000!!

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27' Ericson, '74, i/b aux, 3 sails, home hungry!	Try \$12,500
28' Columbia, new rigging & sails (4) in '85, i/b aux.	Try \$10,950
35' Ericson Sloop, '79, dsl aux, wheel steer. Well equipped.	\$35,950
37' Custom Steel Yawl. World cruiser! Cozy.	Only \$62,500
41' Litton/Perry Sloop, 5 sails, loaded, sharp!	Make Offer!
38' C&C Landfall, '79, four sails, rod rigging. Sharp!	Try \$67,500
45' Explorer Cutter, '79, new dies. aux., offshore cruiser. Nice!	\$105,000

Catalina//Morgan

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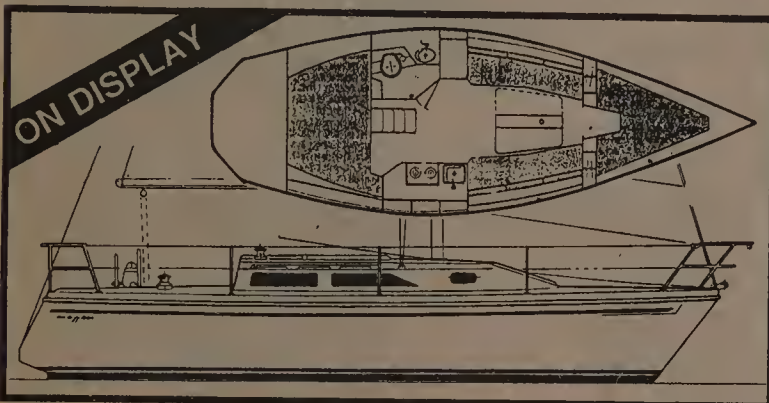
CATALINA	MORGAN	NONSUCH
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CATALINA 28

All new spacious 28 footer with 2 private double berths. Large head and galley, pedestal steering, walk-in transom, inboard diesel and more. a beautiful new boat with the comfort and room of most 30 footers. Sailaway \$37,500.

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***CATALINA 34** • Delivery from stock • \$68,495 sailaway

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CATALINA 42 • Delivery from stock • \$108,995 sailaway

MORGAN 44 • Delivery from stock • \$153,975 sailaway



CATALINA 42

Large 13'10" beam, two aft staterooms with head. Very large forward owner's stateroom with private head and separate shower. Walk-in transom to a large well laid about cockpit. A great sailboat at \$110,000, sailaway.

EAGLE YACHT SALES

SAIL	SAN MATEO
22' CATALINA, 1982	\$5,900
22' SANTANA	4,500
22' O'DAY, 1984	8,500
23' RANGER, 1973	6,000
25' MERIT, 1979	10,500
25' CATALINA, 1981	10,900
25' O'DAY, 1976	10,900
27' CATALINA . . . (3) FROM	14,500
28' CAL, 1967	11,500
29' PEARSON	24,000
30' COLUMBIA (9.5)	24,000
30' CATALINA . . . (3) FROM	26,500
30' RAWSON 30, 1971	25,000
30' RAWSON (P.H.)	33,000
30' CATALINA . . . (4) FROM	25,500
30' FISHER (P.H.)	45,000
31' PEARSON, 1978	35,200
32' MORGAN, 1981	44,900
32' WESTSAIL, 1975	
33' NAUTICAT (P.H.)	95,000
33' MORGAN	42,000
34' CATALINA, 1986	58,000
34' CAL, 1976	38,000
34' HUNTER	49,000
36' PEARSON, 1981	74,000
38' CATALINA	60,000
39' FREYA, 1981	94,000
39' FAIRWEATHER	130,000
40' BENETEAU, 1983	95,000
43' COLUMBIA, 1971	69,000
POWER	
36' UNIFLITE, 1977	65,000
40' SILVERTON	119,000

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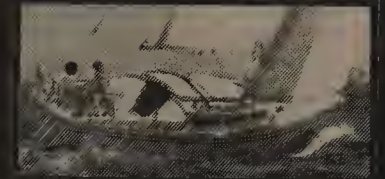
List with us and receive
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FARALLONE YACHT SALES

SAIL	ALAMEDA
14' VAGABOND, 1980	1,900
20' CAL, 1965	3,900
20' RANGER BOAT, 1975	3,500
22' COLUMBIAN, 1975	5,500
22' COLUMBIA, 1968	3,500
22' CATALINA (2) FROM	6,500
22' CAPRI, 1987	11,000
23' CLIPPER, 1977, w/trlr	5,500
25' CATALINA (2) FROM	11,800
25' O'DAY, 1976	11,400
25' U.S., 1982	9,000
25' MERIT, 1979'	10,000
25' McGLASSEN, 1981	16,500
26' COLUMBIA MKIII, 1974	11,200
26' NONSUCH, 1989	75,000
27' NEWPORT, 1973'	11,800
27' CATALINA'S . . . (4) FROM	12,900
27' COLUMBIA 8.3, 1977' ..	22,500
28' ISLANDER, 1976	22,950
30' CAPRI, 1983	20,000
30' CATALINA'S 4 FROM	27,000
30' NONSUCH, 1983'	65,000
30' NONSUCH, 1987	98,500
30' O'DAY, 1979	28,000
31' HUNTER, 1983	38,000
32' ERICSON, 1972	35,000
34' CATALINA, 1986	58,000
34' PETERSON, 1979	34,000
35' NIAGARA, 1981	69,995
36' CATALINA (2) FROM	59,000
36' HUNTER, 1980	38,000
37' FISHER, 1974	125,000
38' CATALINA (2) FROM	45,000
39' FREYA, 1981	94,000
39' ERICSON 39B, 1975	65,000



CATALINA 27. '77. EXCELLENT CONDITION, REBUILT DSL, MANY EXTRAS. ASKING \$14,995.



CATALINA 30. WIDE SELECTION OF USE 30'S AVAILABLE, LATER MODEL '30 W/LRG OSL AVAILABLE. LOADED. CALL US!



NAUTICAT 33. '82. LORAN, VHF, KM/OS, WINDLASS, FURL JIB, BEAUTIFUL COND, READY TO SHARE ITS COMFORTS. \$95,000.



NONSUCH 30. '88 ULTRA. IMPECCABLE CAT-LIKE SINGLEHANOER, FAST/ROOMY, BEST EQUIPPED NONSUCH ON THE BAY. \$98,500.



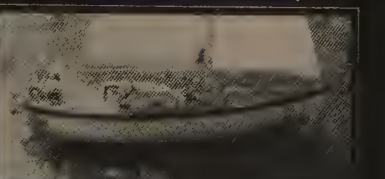
CATALINA 34. DOOGER, AUTOPILOT, LORAN. \$58,000.



ISLANDER BAHAMA 30. PEOESTAL STEERING, AUTOPILOT & MORE. \$28,500



CATALINA 38. '83. BOAT IN VERY GOOD CONOITION W/LOTS OF SAILS/EXTRA GEAR. PRICED TO GIVE AWAY AT \$45,000.



FREYA 39. 1981. JUST RETURNEO FROM CRUISE; COMPLETELY RIGGED; READY TO GO! \$94,000.

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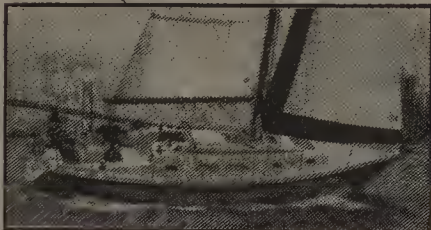
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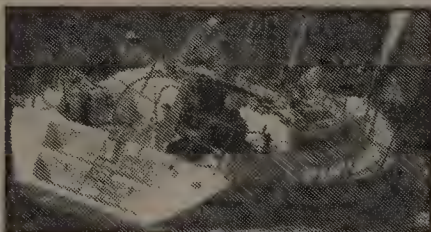
Ericson 34



Ericson 38



21 to 51 ft



Jeanneau Voyage 12.50



Jeanneau Sun Legend 41

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Also on display are the **JEANNEAU** (Europe's premier boatbuilder) built Sun Dance 36, Sun Legend 41 and the 12.50 Voyage.

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Fortune Magazine designated PACIFIC SEACRAFT as one of the 100 best-built products in the U.S.A. - the only cruising sailboat to earn that distinction.

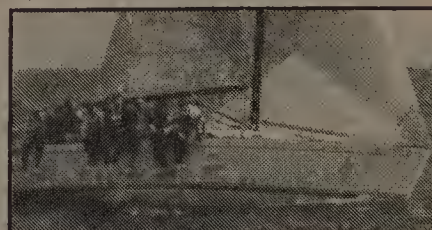
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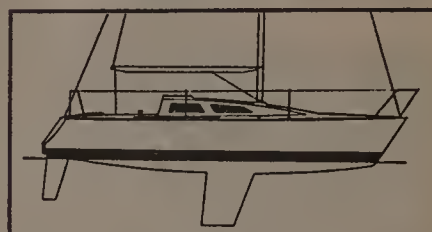
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25 to 34 ft.



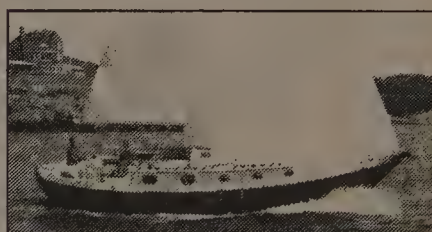
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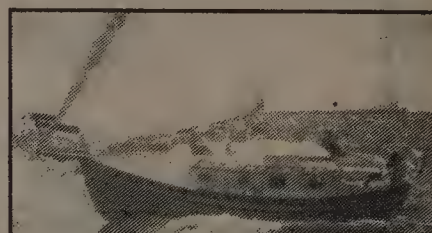
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Pacific Seacraft Crealock 34



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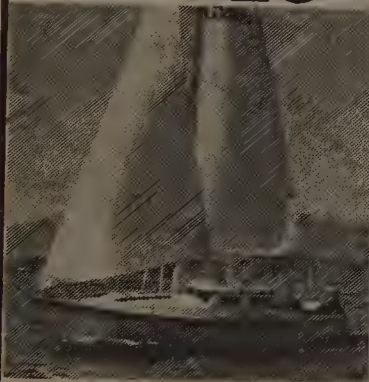
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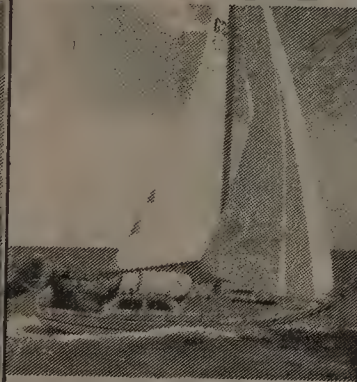
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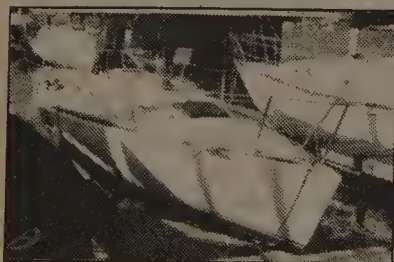
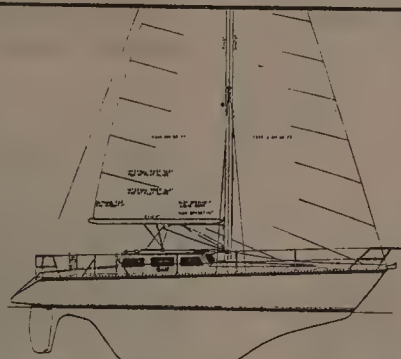


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Gulf 39

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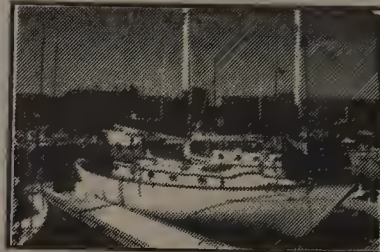
30' OLSON, 1981. 2x-Transpac winner, new o/b, Mylar sails, trailer. Asking \$18,500.



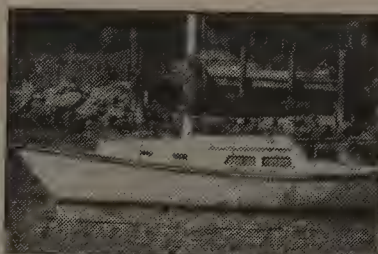
PEARSON 323, 1978. Dsl, furl jib, H/C water, Autohelm, stereo, wheel; clean. Asking \$39,900.



37' STEEL DUTCH YAWL, 1956. Ocean vet, ready for long cruising or liveboard. Asking \$62,500.



45' EXPLORER Cutter, 1979. Sturdy, full-keel cruiser with lots of equipment—clean. Asking \$105,000.



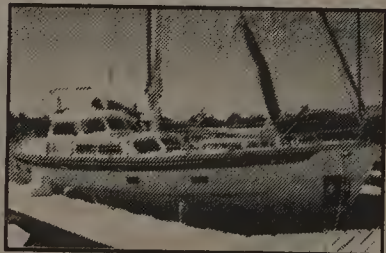
28' NEWPORT MK II, '81. Beautifully maintained. Dodger, diesel, autopilot, 2 jibs, new bottom job. Asking \$22,900.



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44' PETERSON cutter, 1975. Fully equipped blue water cruiser, aft cabin liveaboard. Asking \$120,000.

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24' FLICKA, '78	\$21,000	36' ISLANDER, '79, dsl	54,000
26' INT'L FOLKBOAT, '85	25,000	37' RANGER, '73	37,900
27' EXPRESS & trlr, '82	27,000	38' CATALINA, '83	43,000
28' ISLANDER, '76	22,500	38' EASTERLY slp, 1978	64,000
28' NEWPORT, '79	16,000	39' NEW ZEALAND slp, '82	69,000
30' S-2 SLOOP, '79	29,500	39' FREYA, '78	79,000
30' HUNTER, '78	21,000	40' STEEL P.H. M/S, '77	79,000
30' ERICSON 30+, '81	39,900	41' NEWPORT, (2) from	49,000
30' ERICSON, '80	42,000	41' FORMOSA ketches, (2) from	65,000
31' DUFOUR, '79	39,500	42' STEEL cutter, '87	135,000
32' CHALLENGER sloop	39,000	43' GARDEN ketch, '77	134,000
32' GULF P.H., (2) from	46,900	45' PORPOISE ketch, '70	80,000
32' BENETEAU, '81	49,000	45' RHODES M/S, '71	98,000
33' HUNTER, (2) from	36,000	47' PERRY cutter, '81	135,000
34' HUNTER, '83	51,000	47' BLUEWATER ketch, '77	75,000
34' PETERSON slp, '82	OFFERS	47' PERRY cutter, '81	135,000
35' CORONADO, 1972	29,000	48' SWAN, '79	185,000
35' ERICSON, '79	43,900	60' GAFF cutter, 1911	95,000
36' CATALINA, '84	58,000	66' TOPSAIL SCHOONER, '79	235,000

FORTUNE names Pacific Seacraft as one of America's best products.

FORTUNE magazine recently devoted a cover story to the one hundred American products recognized to be the finest of their kind in the world—from Levi-Strauss to Steinway & Sons—and one sailboat manufacturer was represented:

Pacific Seacraft Corporation, builder of the Flicka 20, Dana 24, Orion 27, Pacific Seacraft 31, Crealock 34 and Crealock 37.

FORTUNE stated quite simply that Pacific Seacraft builds the finest cruising sailboats of their size in the world—the only sailboat manufacturer named.

Consider FORTUNE's standards:

"The height of innovation and technological advancement, most durable of its kind, good to great value."

FORTUNE "set out to determine which American products can be considered the finest of their kind." They consulted with quality experts, customers, industry association representatives and other knowledgeable observers. "To be included," writes FORTUNE, "an item had to be state of the art—that is, at the height of innovation and technological advancement. It also had to be the most durable of its kind and provide good to great value for the price."

Beautiful, superb performers; and strong. Very strong.

Pacific Seacraft boats have long been the

Marketing Japan with America's best, Pacific Seacraft president, Henry Mohrschladt (right), accompanies Secretary of Commerce, William Verity, on a Presidential trade mission to Japan. Once again, Pacific Seacraft was the only sailboat manufacturer selected.



Fortune Magazine identified 100 American made products that are the best of their type in the world. Pacific Seacraft Corporation was the only sailboat builder named. A deep concern for product quality has helped Pacific Seacraft to become a world competitor. Fortune explores how excellence is achieved and preserved.

focus of sincere and heartfelt praise. Author Ferenc Mate', whose books include *The Finely Fitted Yacht*, *From a Bare Hull*, and *Best Boats* writes in his newest book *The World's Best Sailboats* that "without a doubt the most outstanding cross section of cruising boats in this book is built by Pacific Seacraft Corporation."

Marketing Japan

Last September Pacific Seacraft Corporation was selected by Secretary of Commerce William C. Verity to participate with 24 other American corporations in a trade delegation to Japan titled Market Japan with America's Best. Again, Pacific Seacraft was the only sailboat manufacturer represented. President Reagan hailed the mission as a "chance to demonstrate that American products will succeed in Japan's quality-conscious, demanding market."

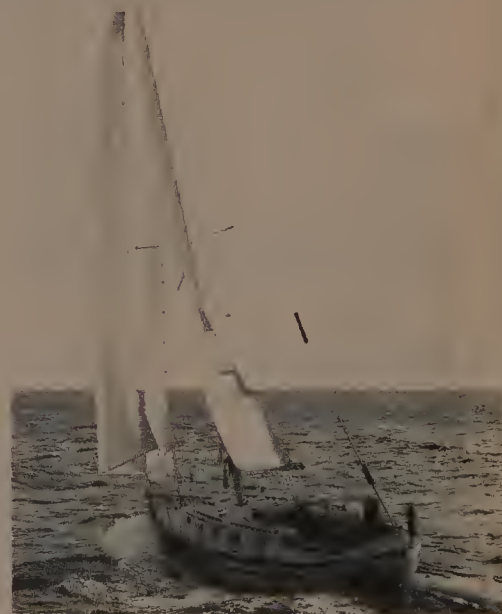
Well over 1,000 Pacific Seacraft yachts, from the mighty Flicka 20's to the stunning Crealock 37's have been sailed with confidence and comfort to the far corners of the world. They are beautiful; they are superb performers; and they are strong. Very strong.

The construction details of every Pacific Seacraft boat are unsurpassed: 100% hand-laid and squeegeed hulls and decks; double flanged, thru-bolted hull-to-deck joints; solid bronze seacocks and portholes; massive anchoring systems; fully protective propeller apertures; heavy bronze gudgeon supports; one piece solid lead ballasts; impeccable joiner work; superb engine access through cabin and cockpit-sole hatches; and, American production, ensuring immediate service for any reason.

"Worldwide standards of excellence"

Attention to quality and detail has become the hallmark of Pacific Seacraft boats. Says FORTUNE magazine, "the manufacturers of these products have created goods that meet or even exceed worldwide standards of excellence; more than that, these standards are maintained year after year."

An investment in a cruising boat is a serious proposition. One you entrust with your dreams—and more. Make the best decision. Come, feel the assurance of Pacific Seacraft.



"Best Cruising Sailboats 37 feet and under" Fortune — Pacific Seacraft Crealock 37' shown.

For information and further facts on the Flicka 20, Dana 24, Orion 27, Pacific Seacraft 31, Crealock 34 or Crealock 37; contact NorCal Yachts in Alameda, (415) 523-8773 or send \$5 to:

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CALENDAR

Nonrace

December 30-January 7 — International Boat & RV Show at Moscone Center. Bring your checkbook! Northern California Marine Association, 521-2558.

January 1 — Metropolitan YC's 18th Annual New Years Day Cruise Around Alameda. Proving yet again that Alameda is an island, and can be circumnavigated at high tide. Fizzes at MYCO at 9 a.m.; boats should meet at the Park Street Bridge at 11:30. Nanci Poller, 769-0653 (nights).

January 5 — Jim (Wild Goose) Corenman, Vice Commodore of the Pacific Cup YC, will be the guest speaker at the Ballena Bay YC meeting; 7:30. Sharon Flood (no relation to Max Ebb), 769-2076.

January 9 — Imagine, if you will...Naval architect and racing skipper Paul Kamen (*Twilight Zone*) will speak on the future of yacht racing on San Francisco Bay in the 90s. 8 p.m.; Encinal YC; all welcome. Dinner (\$12 inclusive) starts at 7 p.m. Shirley Temming, 521-0966.

January 9 — Part one of a two-part show on the Inside Passage (Seattle to Southeast Alaska). Movies taken from a Coronado 35 by Donald Bogart-Goring, 523-9011.

January 10 — TransPac Seminar: Electronics/Communications. Metropolitan YC; 7-10 p.m.; free. MYCO, 536-7450, or Shama Kota, 332-5073.

January 13 — Handicap Sailing Society daysail sponsored by the Richmond YC. About six boats will take out 25-30 handicapped individuals. If you're interested in helping out the HSS, or learning more about this worthwhile group, call Steve Rebscher at 331-6770 (eves.)

January 13 — Olson 30 Dinner and Trophy Presentation, featuring the first Annual George Olson Archival Slide Show. Berkeley Marriot: cocktails begin at 5 p.m., with dinner to follow. Dave Oliver, 865-2108.

January 17 — Introduction to Celestial Navigation, a free seminar by Gale Stockdale at the Stockdale Marine Theatre, Sacramento. 7 p.m., (916) 332-0775.

January 18 — Introduction to Coastal Navigation. Different subject, but same deal as above.

January 19 — Down to the Bottom of the Sea: maritime historians James Delgado and Steven Haller (co-authors of *Shipwrecks at the Golden Gate*) present an evening of true sailing stories and songs aboard the *Balclutha* (Aquatic Park). Bring the kids and dress warmly! 7-9 p.m.; reservations suggested. GGNPA, 929-0202.

January 12-21 — 48th Annual San Francisco Sports and Boat Show at the Cow Palace. Tom Rooney, 931-2500.

January 20 — Ted Ripley, rep for Navico autopilots and Maxwell windlasses, will be in the Sausalito West Marine store to answer questions. 10 a.m.-2 p.m. West Marine, 332-0202.

January 25 — Compass seminar: "Find out if you and your compass are on the same map." B.C. Navigation (Sausalito); & p.m.; free. 331-6513.

January 27 — Small Sailboat Show. Richmond YC and the Small Boat Racing Association will host an in-the-water boat show of most of the SBRA class boats. Speak with class reps, gather complimentary literature and — best of all — go for test rides! (Dress appropriately and bring a second set of clothes just in case). 11 a.m.-4 p.m. at RYC. Be there by 1 p.m. if you wish to sail. Scott Rovnpera, 939-4069.

January 27 — Club Nautique will offer a free slide presentation by award-winning photographer Ronna Nelson about sailing in the Fiji Islands. Discussion and refreshments, including a traditional kava ceremony, to follow. 2 p.m. at Club Nautique (865-4700) in Alameda.

January 27 — Metal Boatbuilding Seminar: a guided tour of the boatbuilding and metalworking departments of South Seattle Community College. Call (206) 764-5394 for info on the seminar; to learn more about the Metal Boat Society, write P.O. Box 1823, Friday Harbor, Washington 98250.



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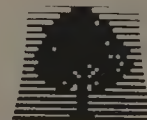
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CALENDAR

January 28 — Sail-In Fun at the Island YC (on the Alameda side of the Estuary next to Svendsens). Celebrate SuperBowl XXIV with super sausages, bread and potato salad for \$2.50. All welcome. Stan Cole, 352-2348.

January 31 — Bay View Boat Club presents "Against the Wind", Warren Miller's latest sailing movie. Includes America's Cup and ProSail action, all narrated by Tom Blackaller. Screenings at 7 and 8:30 p.m.; \$5 at the door; \$3 if purchased in advance (send check/money order to BVBC, Box 674, Millbrae, Ca 94030). See ad elsewhere in the issue for more details.

February 2 — Trailer Sailing in Northern California, a free slide illustrated presentation by John Hunter at the Stockdale Marine Theatre, Sacramento. 7:30 p.m., (916) 332-0775.

February 8 — Hans Christian Owner's Association Organizational Meeting. All Hans Christian owners are urged to attend. Encinal YC; 7:30 p.m.; dinner available beforehand. 522-3272.

February 2-11 — 34th Annual Southern California Boat Show at the Los Angeles Convention Center. Southern California Marine Association, (714) 633-7581.

February 11 — Commodore's Open House at the Tiburon YC, 4-7 p.m. Boat owners and prospective members are invited to enjoy TYC's recently renovated clubhouse and meet their fun-loving members. Alice Martin, 457-0952.

February 14 — TransPac Seminar: Safety Equipment. Same deal as January 10.

February 24 — RYC/SBRA Small Boat Show. See January 27 listing for details.

February 24-25 — Cal 29 Association Cruise to Angel Island; the first of ten cruises, special events and races planned for 1990. All Cal 29 owners are encouraged to contact Don Jones, 820-8171, or Fred Minning, 938-5649.

Racing

January 1 — Master Mariners Kick-Off Race & Chili Feed. The only way to start the New Year for the vintage varnish crowd. Race course to be announced; chili feed and the ever-popular Tacky Trophy



Tidings of the season...

Exchange immediately following at the Sausalito YC. "Gaffers bring chili; mothers bring salad." Come by boat or car. Tom List, 332-LIST.

January 15-19 — Audi Yachting Race Week in Key West, Florida.

January 27 — SSS Three Bridge Fiasco. Single or doublehanded tide-fighting between the three bridges. Ants Uiga, 658-8073.

January 28 — RYC Small Boat Midwinters — a perfect excuse to

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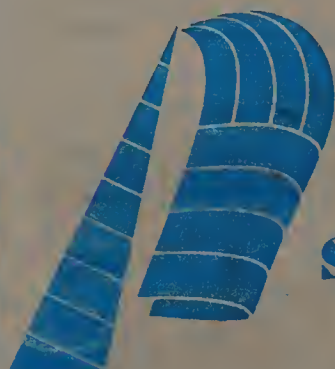
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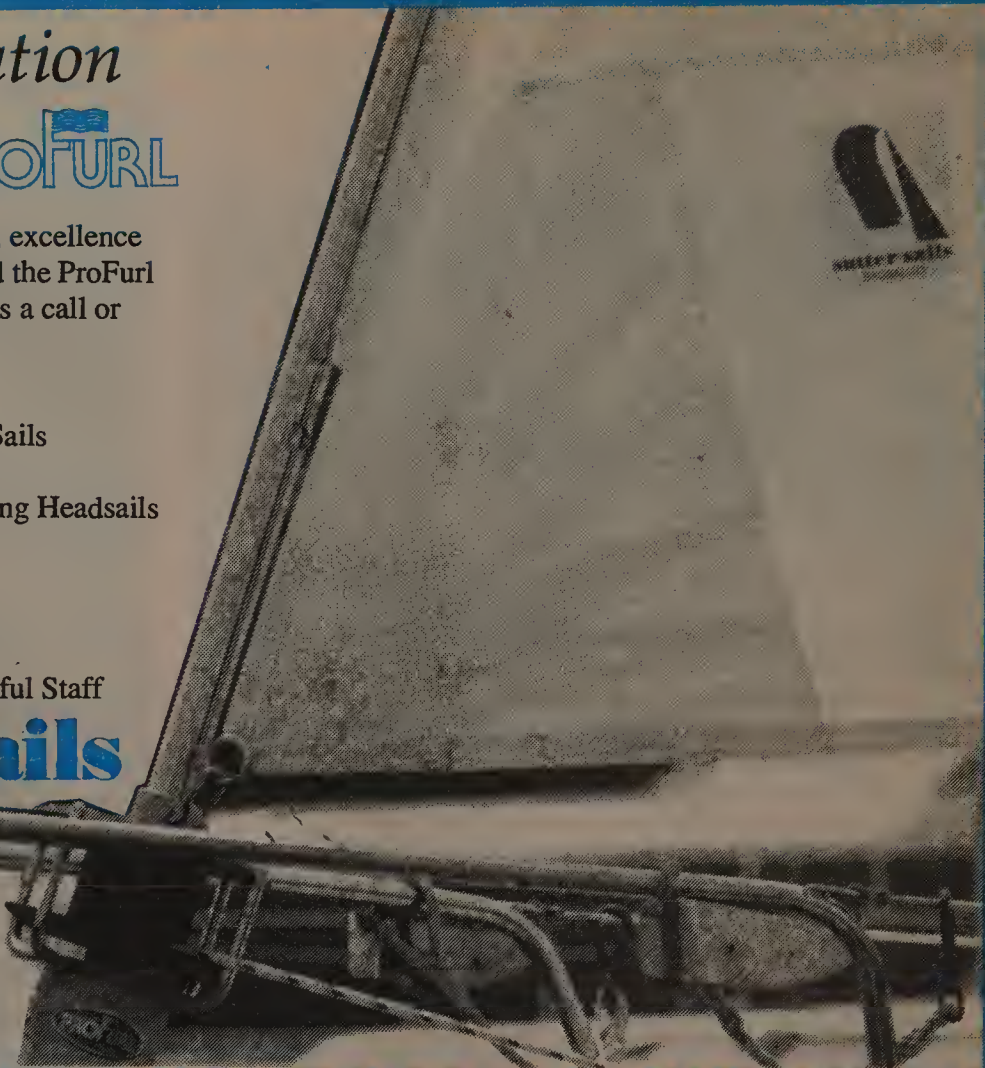
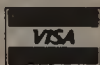


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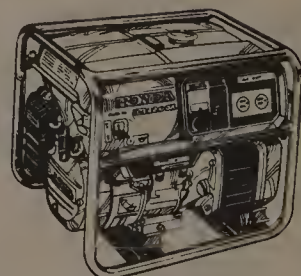
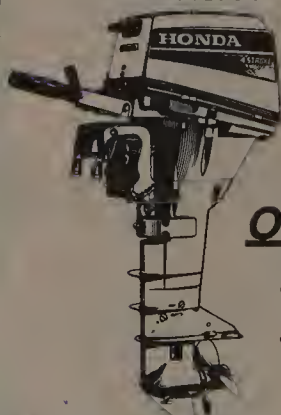


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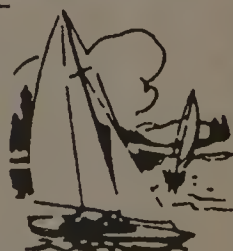
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dust off your old Laser or El Toro (or borrow one). Three races (hopefully) for 13 different dinghy classes. Kim Desenberg, 523-8330.

February 3 — Manzanillo Race. San Diego YC, (619) 222-1103.

February 4 — Leg four of the Whitbread Race: Auckland to Punta del Este, a mere 6,255 miles.

February 14-21 — MEXORC: the highlight of this year's cerveza circuit. Jeff Littell, (714) 955-2710.

February 25 — More RYC Small Boat Midwinters. Kim Desenberg, 523-8330.

Midwinter Races

BERKELEY YC — "Chowder Races". 1/27, 2/24, 3/31. Paul Kamen, 540-6324.

BERKELEY & METROPOLITAN YC — 1/13-14, 2/10-11. MYCO, 536-7450.

CORINTHIAN YC — 1/20-21 and 2/17-18. CYC, 435-4771.

COYOTE POINT YC — 1/6, 2/10-11, 3/3. CPYC, 347-6730, or Ruth Lee, 342-1571 (nights).

ENCINAL YC — "Jack Frost Series". 1/20, 2/17, 3/17. Shirley Temming, 521-0966.

GOLDEN GATE YC — "Manny V. Fagundes Seaweed Soup Perpetual Series". 1/6, 2/3, 3/3. Tom Martin, 826-6516.

SANTA CRUZ YC — 1/20, 2/17, 3/17. SCYC, (408) 425-0690.

SAN FRANCISCO YC — 1/27-28, 2/24-25 (winter series). Bruce Darby, 435-9133.

SAUSALITO CC — 1/6, 2/3, 3/3. Robert Kowolik, 459-4807.

SAUSALITO YC — 1/13-14, 2/10-11. Peter Gibson, 331-2277.

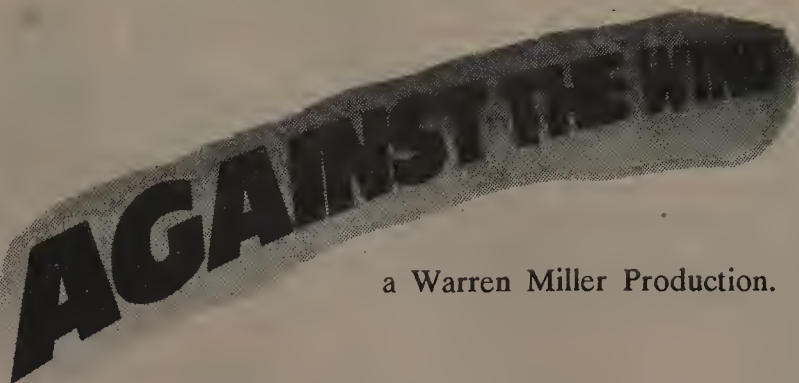
VALLEJO YC — 1/14, 2/4. VYC, (707) 648-9409.

Please send your calendar items by the 10th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

January Weekend Currents

Date	Slack	Max	Slack	Max
12/30/Sat	0328	0533/2.0E	0832	1124/2.2F
	1403	1737/4.7E	2129	
12/31/Sun	0924	0033/3.6F	0407	0616/2.2E
	2208	1213/2.2F	1451	1821/4.5E
1/1/Mon	1020	0112/3.5F	0439	0701/2.6E
	2244	1304/2.2F	1547	1909/4.0E
1/6/Sat	0212	0516/2.7F	0814	1137/4.6E
	1546	1847/3.3F	2207	
1/7/Sun	0907	0011/1.8E	0315	0618/2.6F
	2312	1234/5.0E	1643	1951/3.7F
1/13/Sat	0307	0525/2.5E	0843	1129/2.8F
	1419	1732/4.7E	2127	
1/14/Sun	0937	0029/3.7F	0346	0610/2.7E
	2207	1219/2.5F	1510	1817/4.1E
1/20/Sat	0206	0502/1.8F	0755	1111/3.3E
	1536	1847/2.3F	2147	2343/1.1E
1/21/Sun	0303	0553/1.8F	0844	1206/3.6E
	1627	1936/2.6F	2245	
1/27/Sat	0206	0423/2.1E	0728	1024/2.9F
	1310	1630/5.0E	2019	2317/3.9F
1/28/Sun	0240	0504/2.9E	0813	1109/2.9F
	1357	1712/4.8E	2053	2355/3.8F

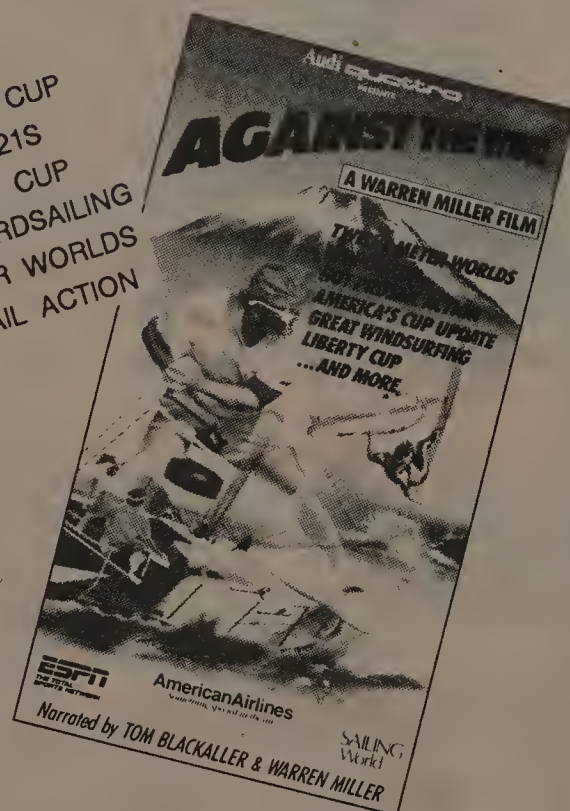
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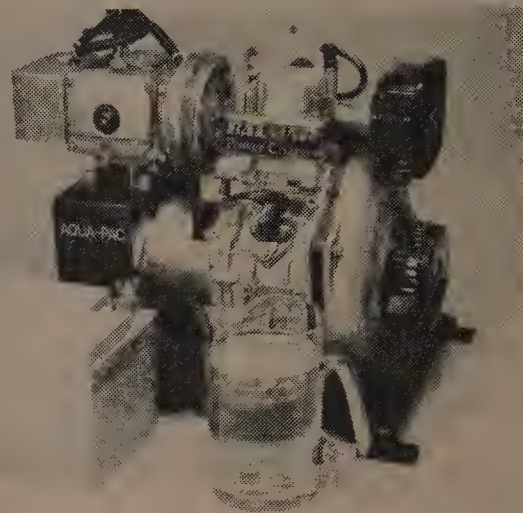
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LETTERS

↑↑IT WAS WITH TEARS IN OUR EYES AND LUST IN OUR HEARTS

We, Melissa and Mike, are writing this letter while driving home from the Sea of Cortez. We found each other through the *Latitude* 38 Crew List.

Melissa is a 5'10", 28-year old theoretical physicist from Los Alamos, New Mexico. Having some basic sailing experience, she was looking for a good captain and boat. Mike is a 6'1" 36-year old ex-biker turned sewer pipe salesman from Tucson with lots of sailing experience and three fine sailboats.

The two of us are an appropriate match if there ever was one!

Mike was one of a number of men who answered Melissa's Crew List ad. Melissa answered Mike's letter since he seemed willing to accept her as crew without insisting upon taking her on as a bikini-clad bed-warmer.

After corresponding through the mail and by phone, the decision was made to meet in Tucson and proceed to Mexico in order to spend the Thanksgiving holiday on the Sea of Cortez. Upon meeting it became immediately obvious that we were compatible for a life of . . . well, at least a weekend . . . of adventuring on the sea. The two of us had more fun shopping for groceries for the trip than either of us had on a real date in years!

We arrived in San Carlos around midnight. Since the tide was right, we went ahead and promptly launched the boat. After a quick Mexican breakfast the next morning, we decided to cruise up the coast to the San Pedro anchorage. We spent the next several days there enjoying snorkeling, fishing, sailing, swimming, scenery, sunsets, stars — and each other's company.

One day we dinghied over to an anchored Mexican fishing boat in an attempt to buy shrimp. We had no luck because the captain gave us five pounds of shrimp and a big flounder he filleted! If anyone sees the *Rosymar*, give the captain a bottle of whiskey and tell him it's from the couple who were on the little sailboat in San Pedro. Then send us the bill.

When we finally headed back to San Carlos, it was with tears in our eyes and lust in our hearts. Thank you, *Latitude*.

Melissa and Mike
Los Alamos and Tucson

M & M — May it last forever!

Perhaps people are now beginning to see the wisdom of our "looks good in a bikini" category. Ladies know that the guys who respond positively to that are the first to cross off their list. But what's this apparent fascination with height? Should we include two new boxes: 'taller than six feet' and 'shorter than six feet'?

↑↑WON'T TRUST ANYTHING THAT DOESN'T FLOAT

My boat survived the earthquake better than my house, so please change the address on my subscription.

P.S. I'm sure glad I spent all my spare time working on my boat rather than fixing up my house. I'll never again trust living in anything that doesn't float!

Charles B. Eddy
Los Gatos

↑↑STAYING ALIVE THROUGH THE NORTHWEST WINTER

Boy, it sounds like that earthquake really gave you guys a beating down there. We at West Bay Marina in Olympia were all thinking of you and hope that everyone is all right.

Please accept another \$20 for our subscription. Right now I have to hop in the car and drive up to Seattle to buy one at West Marine. That way I have one to read until my subscription one arrives in the mail. At that point I give the old one to my friends to read and I have a new one to keep. (The one I lend out always comes back battered.)

City yachts

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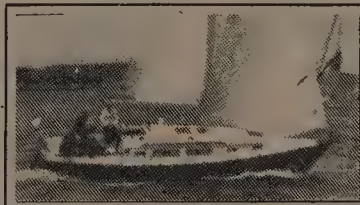
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44' PETERSON	110,000
41' C&C	149,000
41' NEWPORT, 3 from	58,000
41' TARTAN	98,000
41' CRUISING KETCH	70,000
40' CHEOY LEE OFFSHORE	54,500
40' CHALLENGER	84,500
39' FREYA #	79,500
38' C&C	59,000
38' FARALLONE CLIPPER	34,950
37' EXPRESS	110,000
36' ISLANDER, 2 frm	47,500
36' PEARSON	40,000
36' LANCER	52,000
35' SANTANA	55,000
34' PETERSON	20,000
33' TARTAN TEN	24,000
32' MARINER KETCH	35,000
30' ERICSON	40,000
30' HUNTER	29,500
30' FARR	* 25,000
30' ERICSON	35,000
25' NORTHSTAR 500 #	15,000
25' OLSON	* 20,000
POWER	
57' CHRIS CRAFT	145,000
53' HATTERAS	286,000
50' OCEAN	255,000
48' GULFSTAR FLYBRIDGE MY ..	275,000
44' GULFSTAR #	165,000
43' PRESIDENT SF	160,000
43' HATTERAS, 2 frm	145,000
42' UNIFLITE, 2 frm	178,000
42' GRAND BANKS, 2 frm	195,000
42' SUNDECK MY	149,000
38' MATHEWS CLASSIC MY	* 58,500
38' OCEAN	145,000
36' GRAND BANKS	84,500

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C&C 38. 1976. Loads of electronics. Owner moved out of the area. Motivated — \$59,000.



SABRE 32. 1986. Terrific boat for single hander or couple. Hood stow-away mast & roller furling. \$85,500.



PASSPORT 47. 1985. Robert Perry designed, better than new! \$220,000.



NORDIC 45. Robert Perry designed. Raised salon. Call for brochure.



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NORDIC 40. "Wild Goose". Fantastic inventory and like new condition. Call for details.



ERICSON 30, 1984 Ideal Bay boat. Available with "Buyers Protection Plan". \$31,500.



FREEPORT 36, 1980. Accommodations for 5. Pathfinder diesel. \$79,000.

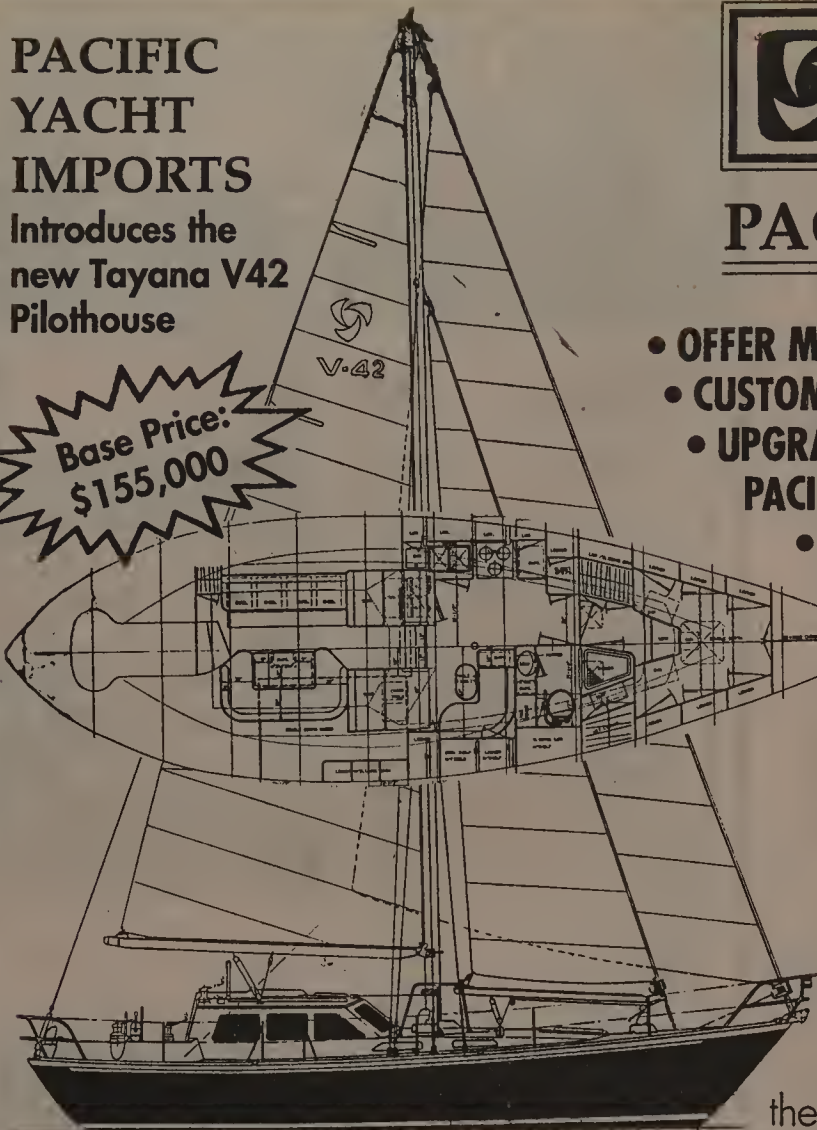


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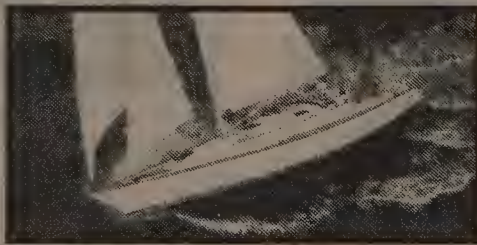
Principle Dimensions

LOA	41'9"	Sail Area	942 sq ft
LWL	32'5"	Draft	5'10"
Beam	12'6"		

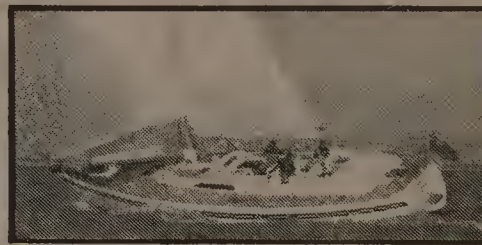
TAYANA YACHTS



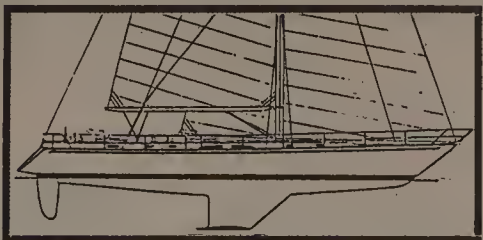
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LETTERS

Please, please don't change anything in your magazine. It's the best, it's wonderful and we love it. It keeps us alive in the winter.

Ralph & Zoomer
Olympia, WA

Ralph & Zoomer — We hate to disappoint all you Washingtonians who are using ridiculously low real estate prices in an attempt to lure Californians and California culture to the Pacific Northwest, but most folks did all right down here. Yes, there was severe damage in certain spots, but everything has pretty much returned to normal in most of the Bay Area. We figure it's going to take an earthquake that registers about 104 on the Richter Scale to get Bay Area residents to seriously think about moving.

Thank you, however, for your concern.

WE SPOKE TOO SOON; THE FLEMINGS ARE HEADED TO SEATTLE

Since we moved aboard our first boat in July of 1988, my husband and I have discussed a trip from San Francisco to Seattle. Having recently upgraded to a diesel-powered 45-ft Hatteras, we are preparing not just a cruise to Seattle in May of 1990 but to relocate there.

We want to take our time going north, stopping at ports each night and even spending a few days at the nicer places. Fairly consistent readers of *Latitude*, we have never read about such a trip in your pages. Are there any readers out there who have made such a trip? Could you drop us a line?

While we're at it, we'd like to say a public 'Thank you' to Dick Timothy, the Oyster Point Marina Harbormaster. He has always been helpful, courteous and willing to lend a hand. Thanks, Dick.

Vicki & Patrick Fleming
Peaceful Sea'n
1199 Broadway, #354
Burlingame, CA 94010

LIKE BEING IN A BARNYARD WITH 1,000 COWS

Re: Your request for advice on how to avoid whales.

A while back we were becalmed in a dense fog at the 30-fathom line off the coast of Pismo Beach. A broken keyway for the drive shaft meant our engine was of no use in trying to move the boat.

Around 1:00 a.m. I heard a whale blow. A while later he started to sing and it seemed as though we were in a barnyard with 1,000 cows. Fearing amorous or other advances, I woke the skipper who suggested we turn on the engine without putting it in gear. It worked, causing the whale to move away. I only wish I could have seen the whale; he must have been very close.

Eleanor Lucas
Cherimoya
Livermore

HOW CAN ANYONE CHARGE SUCH PRICES?

I hate to get ripped-off by anybody — especially marinas.

I just called the Pier 39 Harbormaster to ask what it would cost if I wanted to berth my 42-ft sailboat there for one night. They told me \$351

That's outrageous! How can anybody charge those kind of prices? I can't imagine anyone would go to Pier 39 unless they had more money than sense.

Jerry Kahn
Spicy, Tayana Vancouver 42
Sausalito

Jerry — Here's the rundown on Pier 39 short term berthing. It's \$5 to tie-up for up to four hours at their guest slips on a first-come,

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H.C. 48T, 1986	\$295,000

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C&C 34, 1981	\$52,000
C&C 37+, 1989	\$140,000
C&C 38, 1986	\$115,000
C&C 40, 1980	\$110,000
C&C 41, 1985	\$150,000
C&C 44, 1986	\$155,000

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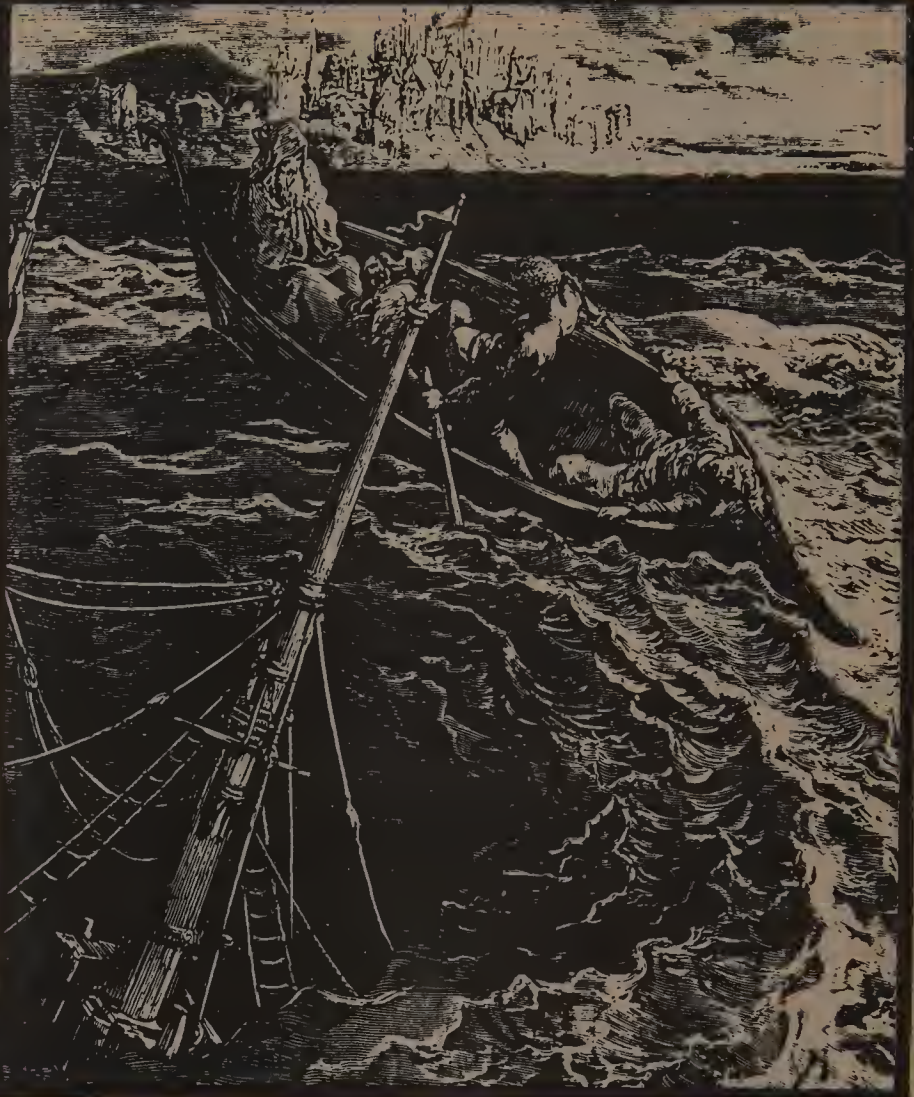
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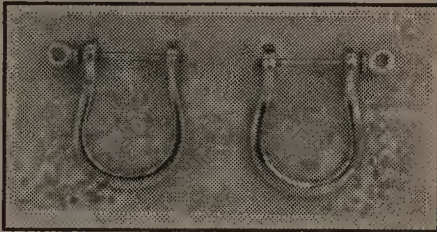
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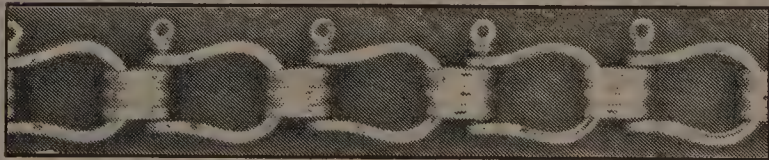
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LETTERS

first-serve basis. It's \$10 to tie-up in a private slip for up to four hours. The overnight berth fee for boats up to 30-feet is \$25. It's \$30 for boats between 31 and 36-feet, and \$35 for boats between 37 and 45 feet.

Those certainly aren't the least expensive prices in Northern California, but apparently they are what the market will bear at that location. Pier 39 tells us they fill the slips on most weekends.

Less expensive alternatives? Dennis, the Assistant Harbormaster at the municipal marina across from the St. Francis YC, says that they have 20 transient slips. You could berth your 42-footer there for the night for just \$12.60. Dennis says they fill up during the Big Boat Series and other major regattas, but most times, especially the winter, they can accommodate almost everyone.

Keep it under your hat, but the Bay Wanderer tells us that if he pulled into a San Francisco Marina transient slip after 6 p.m. and left by 9:00 a.m. he usually didn't have to pay a cent!

If you're really thrifty and have a dink, you can sail into Aquatic Park (you're not allowed to motor inside the breakwater), drop the hook and row to shore. The big problem with this option is where to safely stow the dink ashore.

↑↑A NEW APPRECIATION OF AN OLD WORD

One evening, as we were proceeding across Cabo's Inner Harbor, our inflatable dinghy collided with something low in the water. An audible WHOOOSH was followed by the rapid deflation of the raft's forward tube. We just managed to limp back to our boat.

The next morning we sighted, drifting among the fleet, the explanation for our 'nautical flat tire': the ghostly remains of what was once a good-sized marlin floating just beneath the surface.



COURTESY WILDFLOWER

Truckin' no more: a not-so-grateful deadhead in Cabo's Inner Harbor.

With its swordtip poking out of the water just waiting to take revenge, this once proud fish gave us a new appreciation of the term 'deadhead'.

Skip Allan
Aboard Wildflower
Santa Cruz

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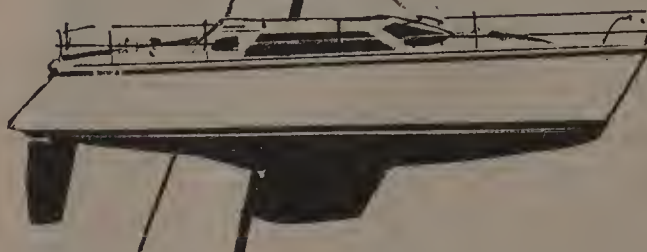
INTRODUCING THE

And More!!

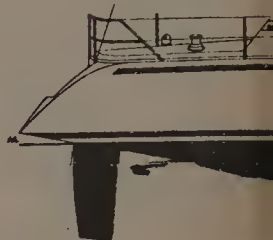
HUNTER 28



VISION 32



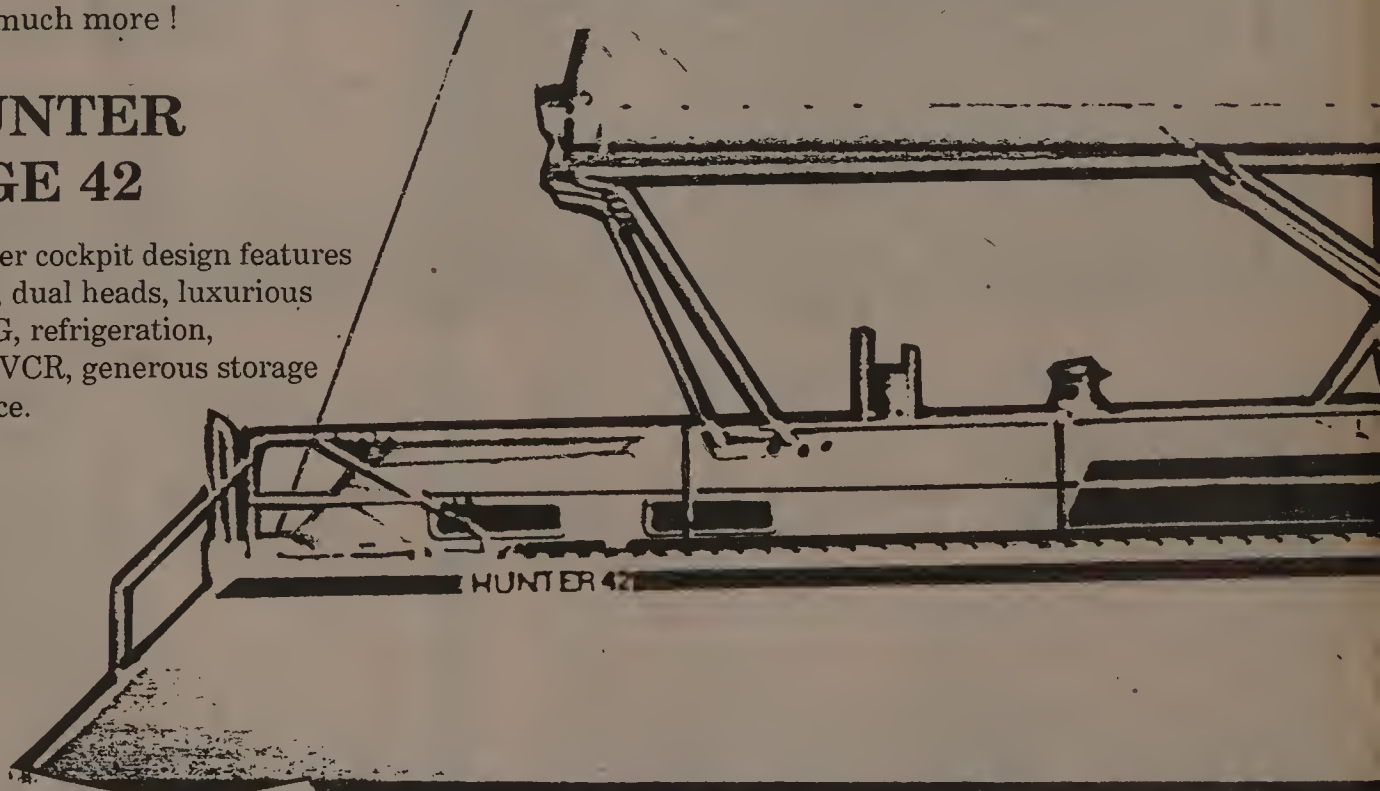
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WARREN LUHRS, CEO of Hunter Marine

who made history when he broke Flying Cloud's record in *Thursday's Child* last February will be in Tradewind's booth at the Mostone Boat Show on Saturday and Sunday, January 6 and 7, to meet the public and talk about his adventures in the B.O.C., in sailing around the Horn, and other winning experiences.

He will give talks on "How My Racing Has Improved Hunter Boat Design" at 4 o'clock p.m. on Saturday, January 6th and 1 o'clock p.m. on Sunday, January 7th.

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25' Catalina '83	10,500	27' Lancer '83	27,500	34' Catalina '87	57,500
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				37' Hunter '84	69,900

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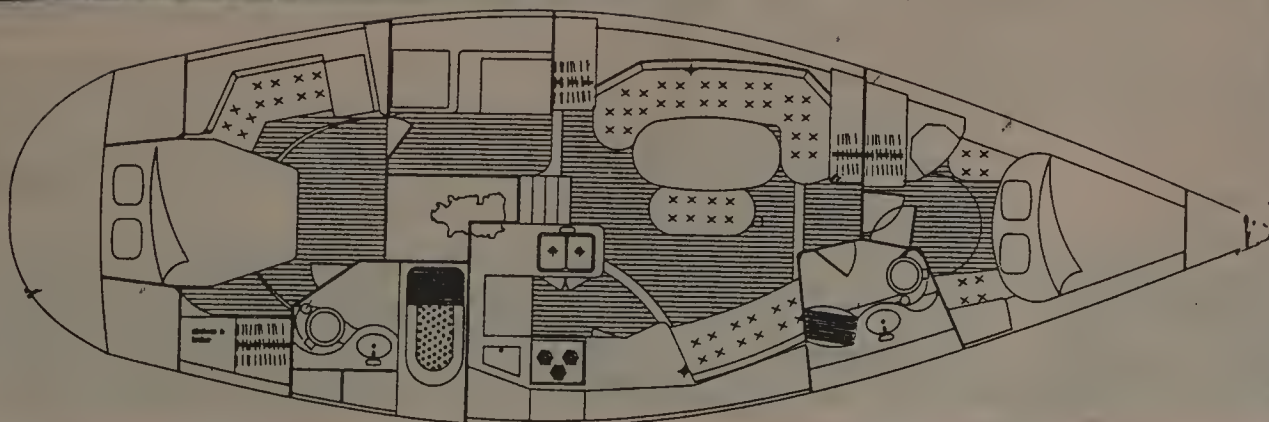
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LETTERS

↓↑JUST REGULAR OLD UNENLIGHTENED HEDONISTS

Damn I was disappointed! You folks at *Latitude* normally come across as enlightened — if slightly hedonistic — types. But your article on Hugo's track in last month's issue — where you joined Dan Rather in characterizing the St. Croix looting as disgusting (his word, your gist) — betrayed a lack of depth in your insight.

In order to be judgmental in a situation like this, you'd need to have a deep understanding of the life situations of those involved. Somehow I doubt if you've ever lived in a nightmare of numbing poverty where you and those you love — including your children — are subjected to daily indignities and derision that accompany poverty along with a nearly complete lack of power.

Such conditions are found in many parts of the world, but I expect there are few areas, excluding South Africa, where one color of people of great wealth and leisure reside so close to another color of the absolutely disenfranchised in St. Croix.

Listen carefully to Tracy Chapman's albums to get a flavor of what I refer to. Pour a glass of wine, dim the lights, turn up the CD and listen to the lyric "you in your material world, you can't feel the chains".

You're always congratulating yachties on their sense of camaraderie and their mutual helpfulness. That's great and I agree, but let's not lose sight of the fact that these qualities are much the result of an affluence of time and energy.

Aristocrats are always congratulating themselves on their gentility and graciousness, but in truth these are luxuries which can only be attended to when the basic requirements of survival need no longer be given any thought.

R. Joe Valasek
Newberg, Oregon

R. Joe — You've never been to St. Croix, have you? If you had, you'd never try to bemoan "the daily indignities and derision that accompany poverty". That stuff may apply in New York City, but not on St. Croix where there's almost a stigma to working ("Hey mon, it's not my job!" was the favorite T-shirt). Stylish 'limin', dealing and scamming, on the other hand, are condoned and/or widely admired. And made possible by the incredible largesse of Uncle Sam, who pretty much insures that all the "basic requirements of survival" are taken care of.

The miserable truth is that if Tracy Chapman had been born in "America's Paradise", you'd have never heard of her. Some moron would have ripped off her guitar so he could smash it to make himself a single toothpick. If you think we're exaggerating the short-sighted, destructive mentality on the loose in the U.S. Virgins, just ask any local what happens to all the pay phones and rental cars.

And what's this 'complete lack of power' nonsense? There's certainly a lack of enlightened leadership — a top vote-getter in the most recent gubernatorial election is under indictment for his post-Hugo looting in front of a video camera — but the locals are clearly in control. They're extremely involved politically, too, with a voter turn-out that would be the envy of any state of the Union.

Thanks, but we don't need a network anchorman to select our adjectives. To our mind the looting in St. Croix was idiotic and self-destructive. The tragedy is that the only people hurt in the lunacy on St. Croix were those hard-working, dedicated folks who through sweat and/or investment were working to improve their lot in life and that of their neighbors. The problem is that they're seemingly in the minority, and thus shackled by the "chains" of ignorance and stupidity of their brothers, sisters and politicians. Tourists, sailors, cruise ship lines and charterers could give a damn if Cruzians wiped their island off the map, as there are plenty more attractive destinations in the Leewards where the vibes are positive.

We're not about to call ourselves enlightened, but we sure as hell know that no society is going to be worth a damn unless its members

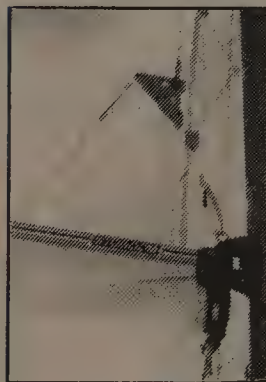
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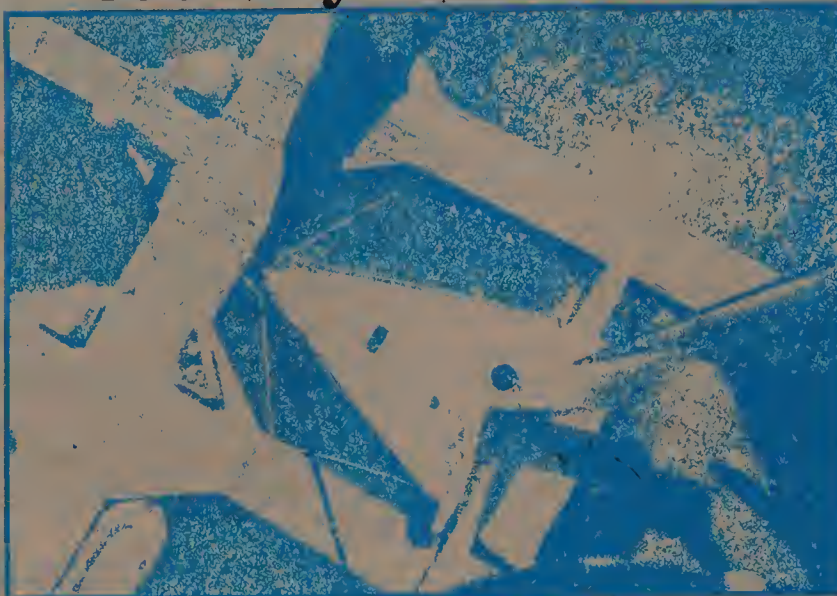


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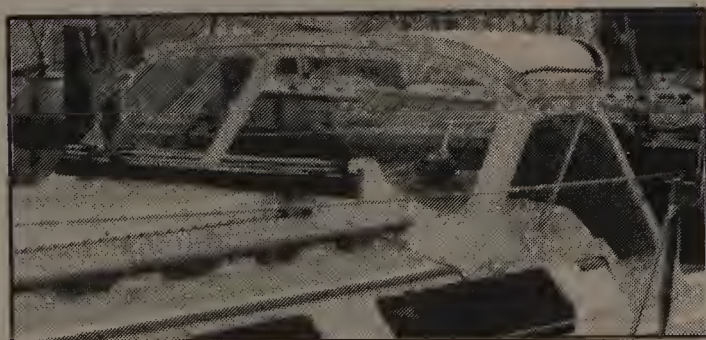
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LETTERS

demand minimum standards of behavior from one another. That wasn't the case on St. Croix, which is why the grim situation there is more pitiful than disgusting. It was and is, however, the case a few miles away on the British Virgins, where you didn't have looting. And on Guadeloupe. And Monserrat. And Culebra.

The first step in solving any problem is identifying it. If you think the bullshit on St. Croix was caused by a lack of political power and the 'numbing indignities of poverty' the solution is going to be decades away.

↓↑IT WAS VERY GENEROUS AND HELPFUL

We meant to send this letter along to you sooner, but what with one thing and another, some of seismic proportions, we're a bit late. Nevertheless, the thanks are still due.

On September 9, after having spent a peaceful night anchored in a quiet spot on False River near Frank's Tract in the Delta, we started to get underway before the tide dropped. But the batteries didn't want to kick over the engine. We tried a low battery power method suggested in the owner's manual, but with Murphy's Law working overtime, proceeded to completely burn out one battery and use up all the juice in the other! As a result we were left with no power of any kind and thus no VHF, no instruments, no nothing.

We know, people will say, "You have a sailboat, why didn't you sail?" But there was no wind and no place to maneuver. So my husband pumped up the dinghy and rowed off into the mist with the idea of getting up on the levee somewhere and walking for help. What he came upon first, however, was the sailboat *Unwinder* anchored a few islands away. The couple aboard said there weren't any spots nearby to go for help, and why didn't Don take one of their batteries and try starting our engine with that.

What a generous offering, considering Don was a total stranger and lowering such a heavy item into a tippy little dink isn't the safest thing. But we got it to our boat and the engine started beautifully. We returned the battery and motored off to purchase a new one.

So we want to thank the unknown couple on *Unwinder* who helped unwind our problem, without whom my husband would probably still be rowing across Frank's Tract. And by the way, if the person who sells you a boat tells you that the batteries are sealed at the factory and never need water, don't accept his word as gospel.

Don and Diana Henrichsen
Friday's Child, Ericson 38
Watsonville

↓↑I'M SMILIN' FROM EAR TO EAR

Yeow! One of those 'mornings after' I sat down with the November *Latitude* and blearily flipped the pages. Then 'hey, that looks like a Bristol Channel Cutter'; then 'hey, that is a Bristol Channel Cutter' Finally, 'Yeow, that's my B.C.C!! And that's me peeing off the boomkin!' No, just kidding about the latter.

Your photograph is the best compliment I've ever received. I'd rather have my boat in *Latitude* than any glossy. Thanks, thanks, thanks!

Appropriately enough, I bought the boat through your *Classy Classifieds*. And now we connect with the magazine again!

I'm so happy I'm smilin' from ear to ear. I just sent a small pile of copies south to those in need. Naturally I had to dog-ear page 89. Thanks again.

Andy Upjohn
Mill Valley

↓↑MORA TRIES TO LISTEN CAREFULLY

I must object to one tiny part of your encapsulated coverage of the season's yacht racing champions. You quote the crew of *Potsticker* as saying "MORA (Midget Ocean Racing Association)

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KARL'S

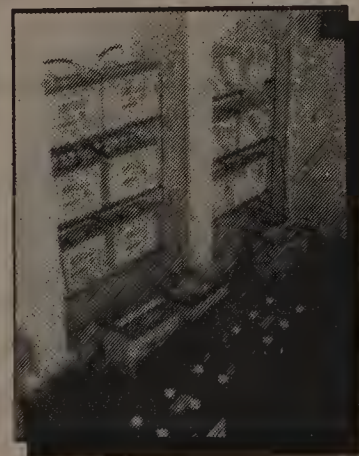


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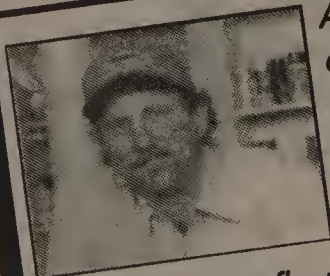


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LETTERS

fizzled out".

MORA, which offers fully crewed ocean racing series for the 31-foot and under crowd, and which is also known as the 'most outrageous racing association', has anything but fizzled out. I'll be the first to admit we were sort of in the "not quite dead yet" category for a couple of years. And enrollment was down while *Potsticker* was a dedicated MORA participant. But enrollment was down in all racing, as was pointed out in Max Ebb's column last month.

But it should be known that in 1989 we had over 42 boats sign up for MORA, which is more than the other YRA ocean groups combined. Our most popular races are still the Lightship and the Farallones, both of which had over 20 boats hitting the line. We even had 11 starters in the Fall Drakes Bay Race. We also had MORA fleets in the Windjammers Race to Santa Cruz and the Catalina Race. (The latter, incidentally, has been won overall by a MORA division boat for god knows how long). And lots of sailors enjoyed the Catalina Race seminars put on by MORA and our friends at MYCO.

Statistics aside, MORA tries to listen to its members very carefully. That's why we have a proud 30-year history of safe events. Our active and diverse membership shares a great love of the ocean. If any *Latitude* readers were at the finish of the TransPac in Honolulu, they'd have seen quite a few MORA 'graduates'.

As part of listening, MORA has revamped the 1990 schedule. The classics are still there: the Farallones and the Lightship (with a post-race OYRA Party at the Golden Gate YC). For those who want macho, the Junior Buckner, which is a gut and gearbuster up to Chimney Rock followed by a sleighride to the Lightship and home, is back.

For first-timers we recommend the Fall Series. The Jim Ong has been remodeled: out to the main ship channel, back to Alcatraz and Blossom, to an upwind finish and party at the Golden Gate YC. Our Duxbury-Lightship race will finish at the warm and sunny Sausalito YC. And don't forget the famous Horace's Revenge to Vallejo. The Fall Series will conclude with a race and beach party at Half Moon Bay YC.

In the special events category, there'll be MORA trophies again in the Catalina Race, the reconstituted Santa Cruz to Santa Barbara Race, and the Windjammers Race.

If all this sounds like fun, it is. Start the decade right, join MORA today for some fully crude ocean racing.

John Dukat

Commodore, Midget Ocean Racing Association

WE COULDA BEEN A CONTENDA

I thought some of your readers might be interested in knowing what it's like to race a 50-year old schooner from Hawaii to Japan. The event was last summer's 4,500-mile Hiroshima Cup, which started at Pearl Harbor (where World War II began) and ended at Hiroshima (where World War II ended). Actually, the finish line was at Miyajima, an island in Hiroshima Harbor where I am writing from.

Despite that fact that Alan Cavell, Dave Russell and one other Kiwi were the only members of the crew to sail on *Viveka* before the start of the race, we finished third in the cruising class to Frank Robben's *Kialoa II* and *Nakiri Daio*, a stripped-out Farr racing boat that the Japanese had slipped in the cruising class. But if it weren't for mishaps, I believe my old girl could have given *Kialoa II* a real run for her money.

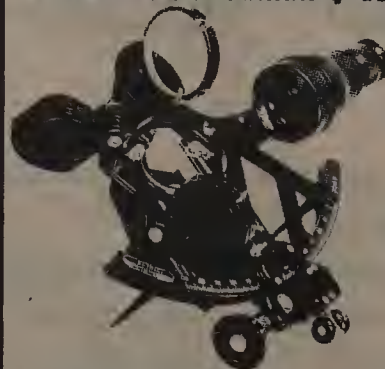
Our problems started early in the race. During the 'spectator leg' from Pearl Harbor up to the Diamond Head buoy, we were nearly rammed while on starboard tack by *Bright Star*, another race boat that was on port tack. After hailing him in vain numerous times to alert him of his collision course, we tacked to escape. He still hit

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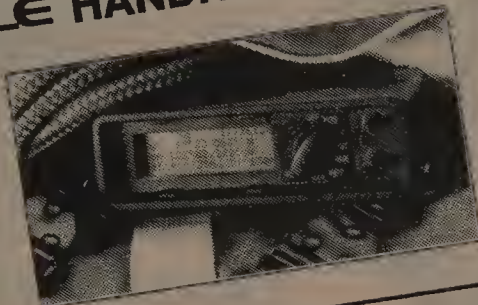
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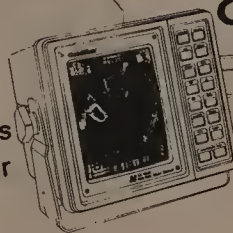
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LETTERS

Viveka's bowsprit with his stern. The effects of the collision weren't evident until four days out when our bobstay parted from the bowsprit end-fitting. We had to drop all sail to keep from losing the bowsprit. I spent three hours near dusk making a temporary repair during which time we could only carry reduced sail. Then we had to spend four hours making more permanent repairs the next morning. That must have cost us 50 miles.

We also had some problems the first night out when a young Japanese crewmember put a vang on the boom about five feet from the mast, which resulted in the boom cracking. In the process of putting a temporary repair on the boom, someone slacked the outhaul, which resulted in the foot of the main being torn. I called it our 'Japanese Fire Drill'. In any event, we raced from day one on with the flattening reef in.

About a week out one of my helmsmen got confused in a squall and jibed the boat, wrapping my four ounce 'gollyker' around the upper starboard spreader, breaking the spreader off the mast. Again we had to sail all night under reduced sail. It took me four hours and many bruises at the top of the mast the next day to repair the spreader. Having lost another 40 or 50 miles to the fleet, I gambled by reaching up to increase the boat speed. I lost the gamble as we sailed into a parking lot and made a grand total of just 50 miles in 24 hours.

At this point we were about 150 miles behind the leaders. We later were able to gain as much as 30 miles a day.

As we closed on Japan things got crazy for the entire fleet. Three typhoons in the Philippines sucked the wind from where we were and left us in a huge high. The three boats in the cruising class only made about 600 miles in seven frustrating days. Then just before we reached Bungo Strait a volcano erupted beneath the ocean's surface about 50 miles north of us. Huge black clouds of volcanic dust covered the sky, and at night the area was illuminated by bolts of lightning. Lava dust covered the ocean and the boat until the wind filled in and we started ripping along at 10 to 12 knots.

The closer we got to Hiroshima, the more frustrating things became. We had good wind entering Bongo Strait at night, but none the next day. We had good wind nearing the Sudo (Inland) Sea, but the wind died as we reached the pass to Hiroshima and we almost drifted onto an island. We spent that night wandering through the main shipping lane in a thick fog, tooting our horn hoping not to get run down. At dawn we made Hiroshima Bay, where the wind came and went again.

The mishaps of the race were summarized as I tried to cross the finish line. There was a large ferry boat near the finish that forced me to tack several times to avoid her and the shore. We soon found out the ferry had been chartered for a party to watch us finish!

I'd like to do the Hiroshima Cup over and have my old schooner give Kialoa II a better run for her money.

Merl Petersen
President of the Pacific Ocean

NEW LIFE FOR AN OLD ASSOCIATION

The Cal 29 Association, active on San Francisco Bay for 20 years, has been reorganized for 1990.

In the past the association's activities have centered around YRA races with a few cruises and a special event or two thrown in. For 1990 the personable and friendly members of the association will emphasize building a cruising fleet camaraderie. To do this we have scheduled 10 local cruises throughout the year, the first being on February 24 & 25. Special events will include a cruise-in on March 24 & 25, with talks on sail trim, maintenance, and boat improvement ideas. Other special events will include the Easom Regatta/Cruise and the annual banquet.

The Association is also doing something special for the racers. In addition to the Cal 29 spinnaker division, we will also have an

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LETTERS

active non-spinnaker division to accommodate cruisers wishing to get their feet wet in a low key racing environment. We expect it will also attract some racers no longer needing the thrills, spills and white knuckles that come with carrying the chute on windy summer afternoons — not to mention the crew problems and Type A behavior attendant with spinnaker racing.

Anyone interested in being active in the Cal 29 Association (or in finding out more about these fine Bay boats) should call either Don Jones at (415) 820-8171 or Fred Minning at (415) 938-5649.

Fred & Ellen Minning
Walnut Creek

↓↑THEY MUST HAVE CONSIDERED THE POSSIBILITY

The *Cruising — What's It Really Cost?* article in the December issue was very interesting. However, one question still comes to mind.

I wonder what arrangements the couple had made for medical problems. Did they have insurance to cover sickness or injuries? Their budget looked pretty tight to me, but since they apparently spent a lot of time planning I assume they must have considered the possibility.

It would be interesting to know how they may have anticipated these problems and also what types of prepaid health insurance might be appropriate for people cruising foreign waters.

P.S. I'm enclosed a copy of the recently published 1990 Hawaii Yacht Racing Association schedule. It indicates that we're still alive and kicking.

P.A. Drips
Honolulu

P.A. — An excellent question that's often asked and rarely answered. How about it, those of you out cruising; are you out there naked or do you have health insurance? If so, what kind?

If any readers want a copy of the Hawaii Yacht Racing Schedule, just send us \$1 and a self-addressed stamped envelope.

↓↑JUST DO IT — FOR ALL OF US

Your magazine is always a pleasure and an inspiration, especially in the way you bring people together.

My husband and I participated in the September 23 Beach Clean-Up, making over three trips in a toweringly full dinghy to a local island dump. I'm hopeful that all boaters who appreciate our environment will follow this 'Clean Wake' attitude. Whether we realize it or not, we all can take part in this way to help maintain our natural resources.

I consider myself a modern-day beachcomber. Where I once found glass and wood floats and beautiful treasures, I now can fill several bags with trash during my walks. It's sad but true, however I do feel better for my efforts.

If I could say one last thing about recycling bottles and cans, it's that as menial and time-consuming task as it might seem, *just do it!* Do it for all of us.

P.S. Best wishes to all our friends in San Diego. The Northwest is still holding us spellbound with its beauty and charms.

Debbie
Aboard Mardi Gras, Vancouver 41
Friday Harbor, WA

Debbie — We walk or jog along the water almost every morning and are delighted to see that a growing number of people are taking it upon themselves, 'Beach Clean-Up Day' or not, to pick up trash along the shore. We salute all of you! After all, any jerk can be paid three million dollars a year to throw a baseball; it takes a special human being to be a volunteer steward to our oceans and shores.

Doyle has made a startling discovery that's bringing in the silver on everything from Optimist Dinghies to maxi ocean racers.

Working with Delft University, we've learned that the fastest sails — no matter what their size — have elliptical aerodynamic loaded. In other words, they have just the right vertical distribution of shape.

Doyle's unique flexible membrane design allows us to build elliptically loaded sails for any size boat, providing a clear edge in speed. And the results prove it.

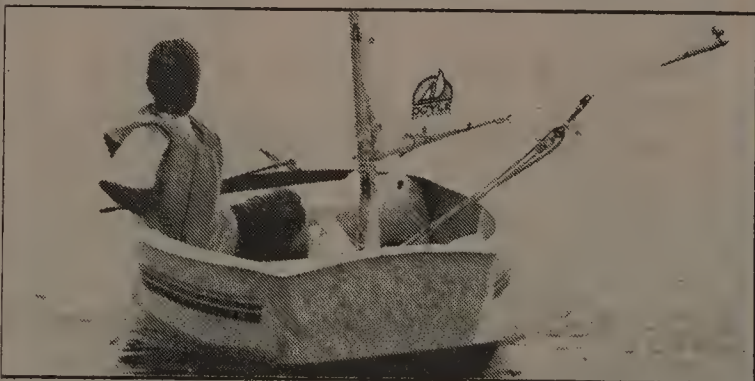


Doyle wins big.



Doyle elliptically loaded sails helped the 80-ft Frers maxi-boat, "Congere", dominate the 1988 Bermuda Race.

Doyle wins small.



Doyle elliptically loaded sails helped take first in Optimist Dinghies at Marblehead Race

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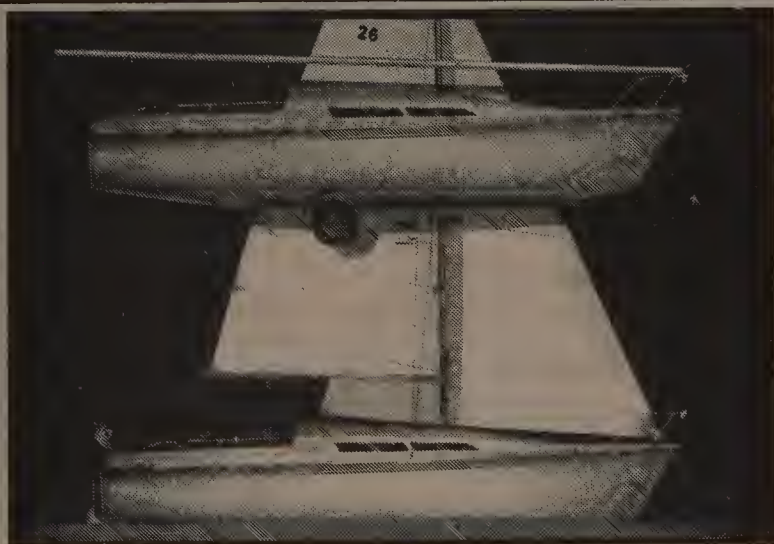
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LETTERS

By the way, we at Latitude are at long last planning to do some cruising in the Pacific Northwest this summer. Any of you folks up there care to offer 'Idiot's Guide' style tips on where to go and what to do? We'd much appreciate them.

↑↑SOME COMMENTS AS I LEAVE THE BAY AREA

Now that we are moving from Walnut Creek to Lat 42°N, Long 82°W, I must take out a subscription.

Chris and I have had the good fortune of sailing the Bay in various boats from 1984 until now, and have much enjoyed your publication. But whatever happened to the 'Bay Wanderer'? His articles encouraged us to anchor all over the place. I even went hard aground in the Petaluma River entrance — as in "only a fool or novice".

Anyway, thanks for all the good stuff. As we leave, we have the following comments:

— Thanks to Ron Starr at Emeryville Marina for running a good and secure operation.

— Don't use the Pier 39 guest dock; the surge is intolerable.

— Don't feel guilty about not subscribing to *Latitude* — they wish they had the money I spent with their advertisers!

— All bow-men are obviously subject to arrest for 'bow-riding' several times during any race. This government regulation is outrageous. The captain should call the shots on safety depending on the conditions.

— Zero Tolerance does equal Zero Intelligence.

— If this is indeed a 'free' country, everyone should be guaranteed liveaboard status if they want it.

— Nobody should poop in the harbor.

— Enjoy every opportunity to have the wind and sun propel you.

P.S. Why don't you start a Great Lakes publication?

P.P.S. What is the story behind the names *Little O* and *Big O*?

Bob & Chris Wingerter

West Wing, Ericson 35

St. Clair Shores, Michigan

Bob & Chris — Thanks for all the nice words.

As for what happened to the *Bay Wanderer*, he's back from his hard-earned sabbatical in distant waters (see page 110).

The 'O's' come from the first letter of the type of boat. *Little O* is a little (relatively) Olson 30; *Big O* is a big (relatively) Ocean 71. The names are simple, clear, easy to remember and play off each other well. They also lend themselves to other good names. The little dinghy is Baby-O and the big dinghy is Speedy-O. The official cookie of each vessel is the Oreo and the official dance is Walk Like An Ogyptian. We also like the names because they pique the interest of people like you. That's the story behind the names; at least the story we're allowed to print in a family sailing magazine.

↑↑YOU HAD IT RIGHT WHEN YOU SAID 'OUTGOING'

I'd like to thank you for the fine profile on the Olson 25 that appeared in the November issue of *Latitude* 38. As far as I'm concerned, you covered all the bases in highlighting the many virtues as well as the few drawbacks of this fine racer/cruiser, and the activities of the local fleet.

I wasn't sure, however, if you were describing his personality when you called class president Keith Moore "outgoing". Perhaps what you had in mind is that Keith accepted a job in Philadelphia and moved there — with his Olson 25 — two months ago. While this represents a loss to our class locally — and to the South Beach YC where he was a key force in its development — we like the idea of an active Olson 25 sailor representing us on the East Coast. For anyone who might want it, Keith's new phone number is (609) 858-4551.

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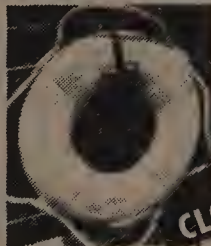
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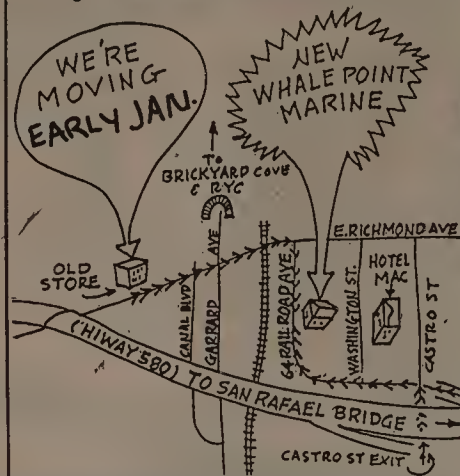
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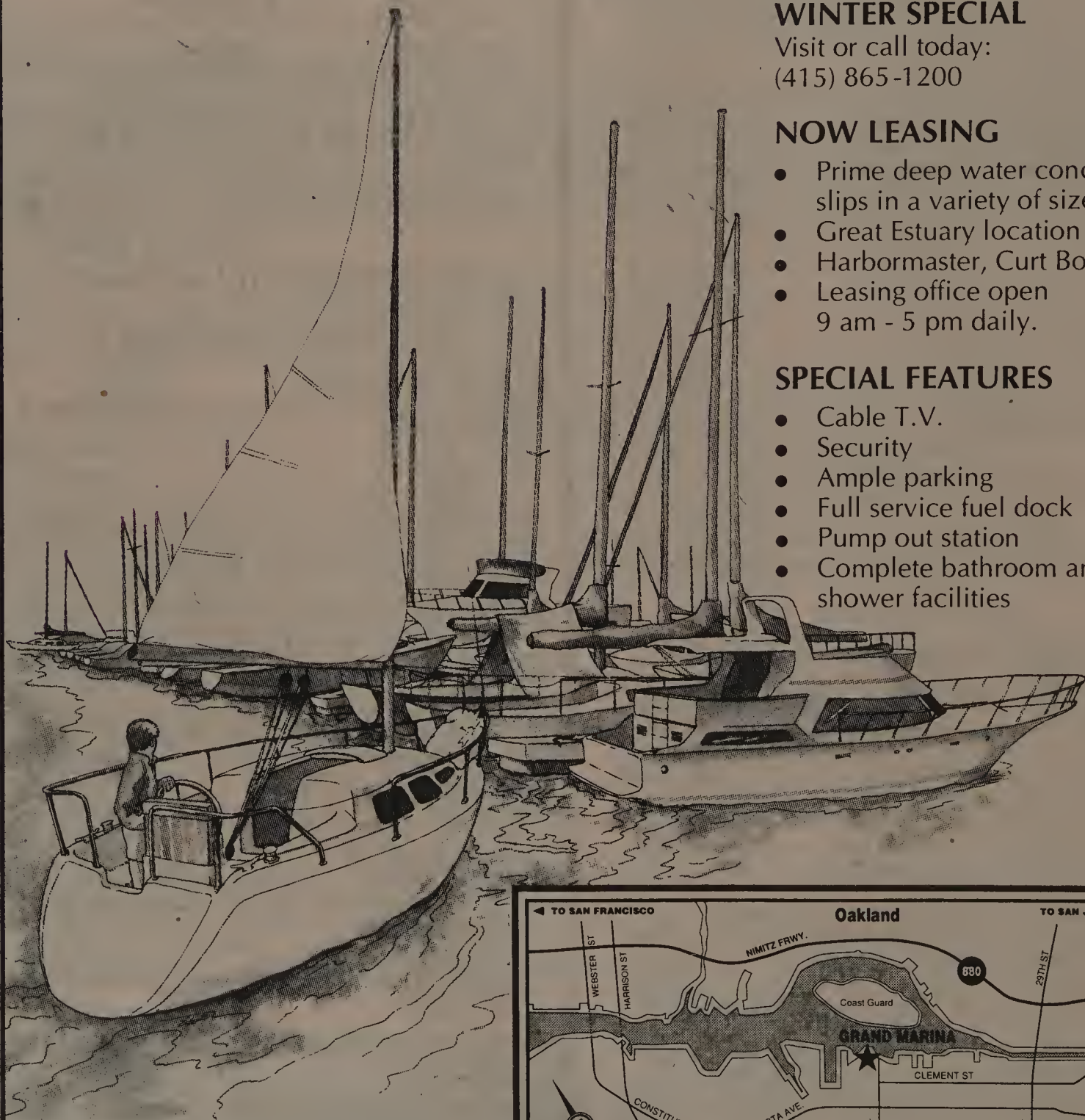
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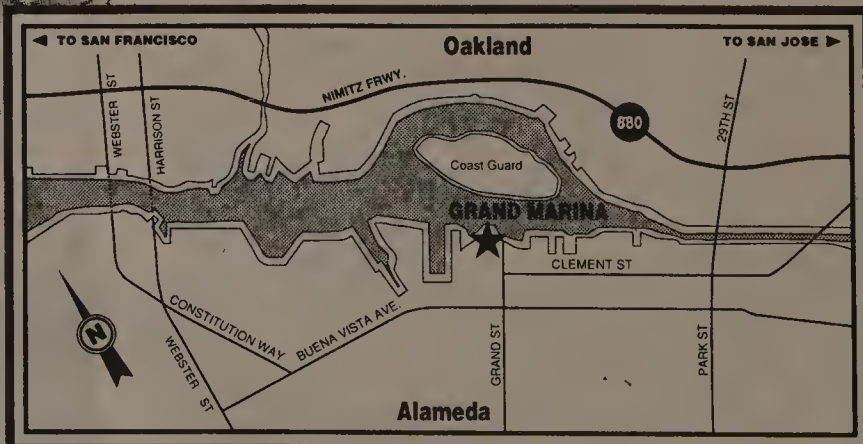
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Anyone who wants more information on the boat and the Olson 25 Class Association can reach me at (415) 845-6892.

Bill Riess
Olson 25 Class Secretary
Oakland

↓↑IT MUST HAVE BEEN SOME LAUNCHING

I own a Topper, which is an Ian Proctor-designed, English-built, cat-rigged (Laser style) sailing dinghy. Are there any other Toppers out there? I believe there used to be a Topper class in the Bay Area, but I have been unable to locate it.

I need a mast, sail and tiller to get my boat back into service following an unsuccessful beach launching. I have the address of the factory in England, but they want a small fortune to ship a mast here. Does anyone have any used parts for a Topper? Alternately, does anyone want to order parts from the factory so we can consolidate a shipment to reduce costs?

Anyone interested in repairing/sailing/racing Toppers in the Northern California area should contact me.

Colin B. Gould
1111 High Street, Suite B, Auburn, CA 95603
(916) 885-8500; fax (916) 885-8507

Colin — The last time we heard of Toppers was about ten years ago when the west coast distributor invited us to race one from Catalina to Marina del Rey. Much to our disappointment, the publicity stunt never came off.

↓↑REPORT FROM 'PARADISE'

Although not all yachties are happy about it, things are changing in Mexico. I know from my own personal experiences in La Paz and Puerto Vallarta, and suspect it's happening elsewhere in this country.

I was in La Paz when the stuff hit the fan because some boats didn't have the necessary Import Permits. Some yachties wailed long and loud, and I'm sure you've received letters about how awful things are in Mexico now. If I may, I'd like to offer a more dispassionate view of things.

The most important thing to understand is that Mexico is no longer dirt cheap. Those who came down here to live on a shoestring are discovering that it is being stretched beyond the breaking point. Prices for some items are still less than the States, but many prices are higher.

A yachtie could probably live less expensively anchored out in Drakes Bay, returning to the City once a month for fuel, water and provisions from the Price Club. The weather is pretty miserable in Drakes Bay, especially this time of year, which is why all the yachties prefer La Paz.

Mexico has decided that tourism is the way for them to earn foreign dollars, so they are developing tourist facilities like crazy. It doesn't take a lot of sense to understand that Mexico wants to cater to tourists who will leave lots of dollars behind.

Here's an example of how things have been changing. Not too long ago yachties anchored in a basin dredged by developers that was known as The Pond. Nobody said anything. Last year the first two sets of docks for Marina Vallarta were installed in The Pond. Yachties arriving early in the season continued to anchor in The Pond for free. Some even made themselves at home in the new berths without paying a cent for the privilege.

By the middle of January the Marina Vallarta management announced that they would start charging for slips — and for anchoring in The Pond. Ignoring this, many cruisers continued to exercise their right, apparently conferred by God and George Washington, to anchor for free wherever they pleased.

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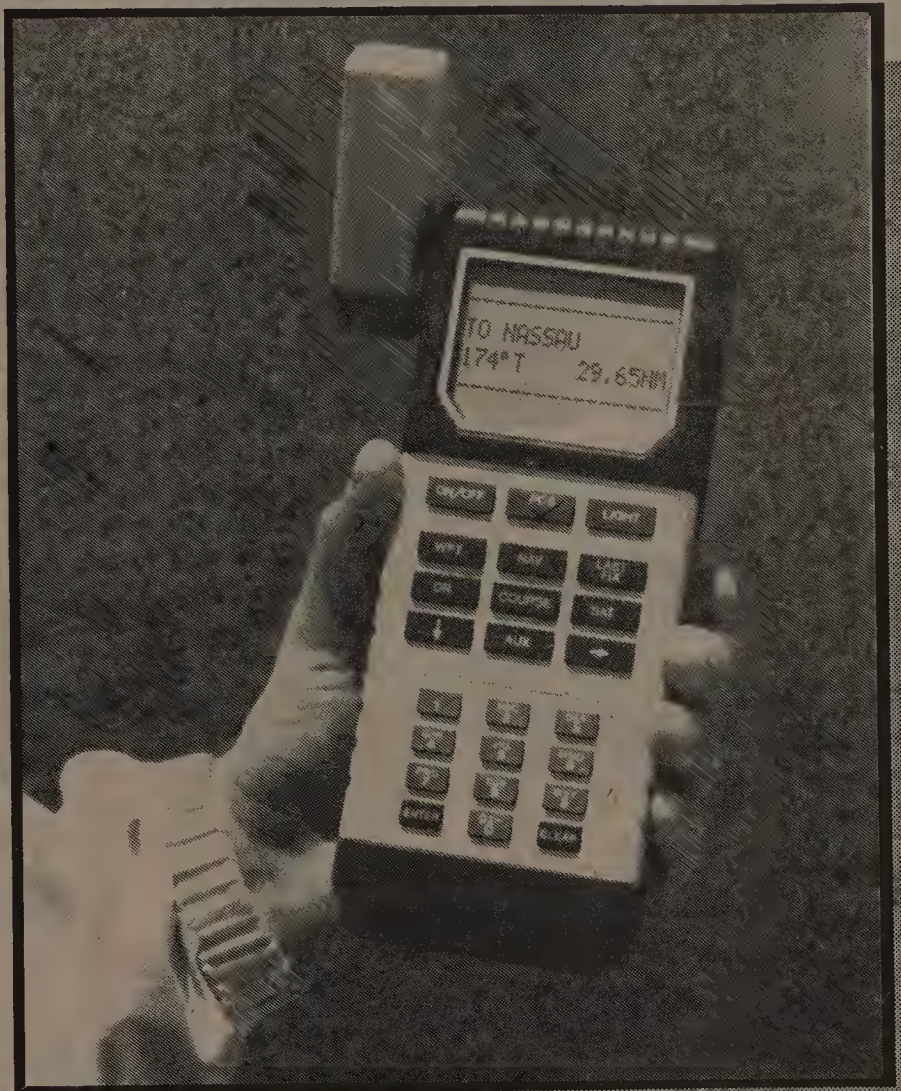
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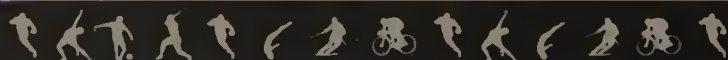


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where a 40-foot slip costs \$10.53 a night. Anchoring, free or otherwise, is prohibited. There has already been plenty of griping by yachties mourning for the "good old days". None of them, however, make use of the old free anchorage in the little bay where the ferries dock.

Things are not perfect here at Marina Vallarta. The dockside power does not work; shoreside heads are marginal; and, the cable TV (oh yes!) is not yet operational. Mexicans are more skilled at conceiving things than they are implementing them. The only place I know in Mexico where you can get stateside marina efficiency is at Marina de La Paz, where it goes for \$16/night.

The truth of the matter is that slips, moorings, dinghy docks and other amenities in Mexico are or will soon be at stateside prices. If cruisers are looking for a bargain basement escape, they're going to have to find it in another country.

To regulate the hoped-for influx of tourists, Mexico is trying to introduce some Western-style controls. This means tourists are being required to have current visas. It means that major capital goods brought in by tourists, such as cars and boats, will have to be properly registered in order to avoid stiff import duties.

While many of the regulatory laws have been on the books for several years, enforcement has either been lax, or in the case of Import Permits for boats in Baja longer than six months, deliberately not enforced. When the law regarding Import Permits was finally enforced, it was done suddenly, and in the eyes of some yachties, harshly.

Our boat was one of those checked in the enforcement sweep. A man from *Aduana* (customs) boarded our boat and asked Joyce, who was alone at the time, to see the documentation papers and where the documentation numbers were affixed to the hull. When given the papers, the man asked if Joyce was the co-owner noted on the papers. She said 'Yes'. He said, 'Thank You', and was gone. The encounter took no more than two minutes and the Mexican official had been very polite.

(Incidentally, we had been boarded twice previously by Mexicans for routine drug inspections. Both times they were polite and left everything as they had found it.)

I knew about two dozen of the boats in La Paz when the enforcement of the Import Permits was carried out. Some of the boats were boarded for inspections, others were not. None of the owners I know were inconvenienced beyond having to get an Import Permit (if needed). Since the Import Permit goes with a visa, boatowners who didn't have proper visas had to get a current one first.

Most of the owners who needed Import Permits in La Paz had to pay \$20 to \$40 to get them. One owner was apparently so obnoxious that the Mexicans gave him his permit for free just to get rid of him. Explanations for different fees were erratic, as were the inspections themselves. If you want consistency and efficiency, go to Germany — where your dollar won't go far.

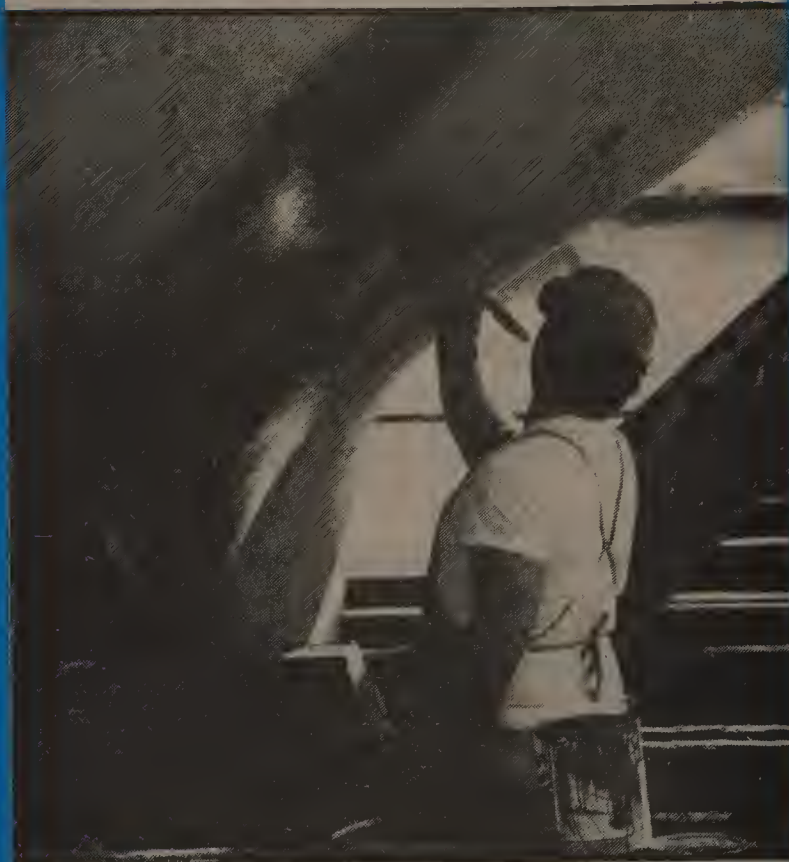
Boats for whom owners could not be found were towed near the Naval Base and rafted up. Given the chance for damage, I'm glad my boat wasn't one of those, although I have willingly been a part of larger raft-ups at Angel Island. Seized boats were released as soon as the proper paperwork was obtained.

What I'm really trying to say is that cruisers should not be afraid of Mexico or La Paz. I don't speak Spanish and I'm not an old Mexico hand, but I haven't had any problems. Based on my limited experience, the Mexican people are the warmest, kindest, most helpful I've met. Their patience with me and my non-existent Spanish goes beyond reasonable expectations.

On the other hand, if you are one of those Americans who feels that the Mexican people and Mexican government must obtain your approval for what they wish to do or how they want to run their country, please stay home. Americans have more than tried

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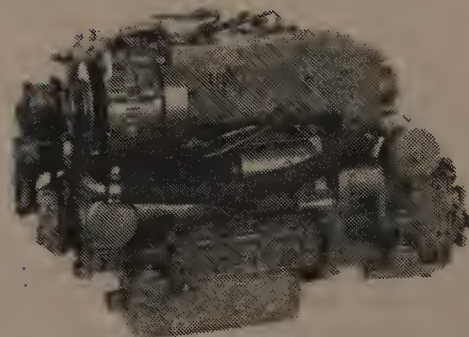
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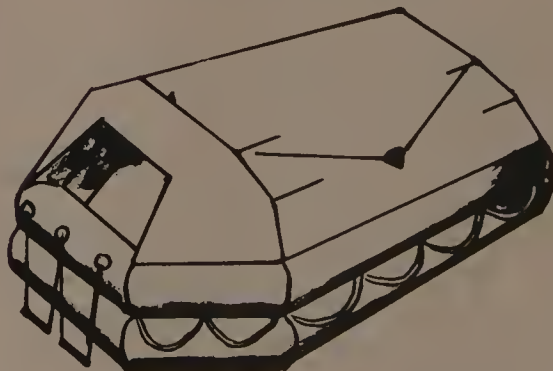
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LETTERS

the patience of Mexicans already.

Tom & Joyce Boynton
Rosie
Puerto Vallarta

⇅ HALF THE ENTRIES ARE FROM SEATTLE

The appointment of your magazine to the Orchard Supply 'throne room' reading list is richly deserved and I'm sure even more prestigious awards will come your way. In fact, here's one you might aspire to: I was at the dentist's office last week and, while waiting to have my teeth filled, found a copy of something called *Northwest Yachting*.

While looking in it for news I became uneasy and suspicious. Up there in the woods they're still chirping about their Westsail 32 that conquered the mighty West Marine Pacific Cup fleet back in 1988. They even practice sly innuendo, taking pot-shots at *Latitude*. What's up?

Well, now I find out that fully half of the entries for the next West Marine Pacific Cup have come post-marked Seattle. Friends, we're under attack. While we swoon along with the George & Goby Dance and while Caen purrs cute nothin's about L.A., we're being blindsided by good old-fashioned provincial free-flowing hostility. I think it's time we joined in the fun.

And I hope in some small way I've helped you someday reach the rack at my dentist's office.

P.S. Why don't we unleash the Master Mariners on 'em? Those party monsters would see to it.

Capt. Dick 'Pud' Ornerly
Oakland

Pud — We're a little unclear as to the point or points of your letter. If it's that Pacific Northwesterners have been quick to sign up for July's West Marine Pacific Cup, well, that's a fact. An understandable one. With all their rain in the summer and cold in the winter those miserable folks don't have much else to do but fill out entry forms.

⇅ THE BEST GAME IN TOWN

In the last issue you asked "Do we have any additional nominations . . .?" for what is wrong with the United States, the whole subject arising out of the controversy over Fleet Week.

I have a nomination for what's mostly right with this country. The United States isn't perfect and never will be, but it's the best game in town. The foul winds of governance often set us far to leeward, in my estimation, but it's better than any other option I've experienced.

While coastal cruising 'on the other side of the puddle' I had to look down the wrong end of .30 caliber, air-cooled machine guns in the hands of 'friendly allies' who had commandeered the fishing boat 20 yards off my beam. I've never had that problem locally.

Elsewhere I have been repeatedly buzzed by a 'friendly forces' jet fighter, hoping his rockets would stay in the wing racks. I've heard the ring of a quay guard's semi-automatic rifle being racked home as I sailed in the harbor. I've had to submit lengthy sailing request forms in triplicate days prior to each and every place I went. I've not had those things happen in the United States.

Most Americans have to live elsewhere for a few years — I did for six years, mostly as a civilian — before the boiled-down, hung-out-to-dry truth of the splendor of living in this country dawns on them. We have the freedom to screw things up or straighten them out; it's only a matter of education and perception as to which is which. If enough people feel as you do, 'good' changes will come. If not, you lose. So bite the bullet and make a new plan.

The power of this country is that the will of the people prevails regardless of how you or I perceive that will. Many citizens of some

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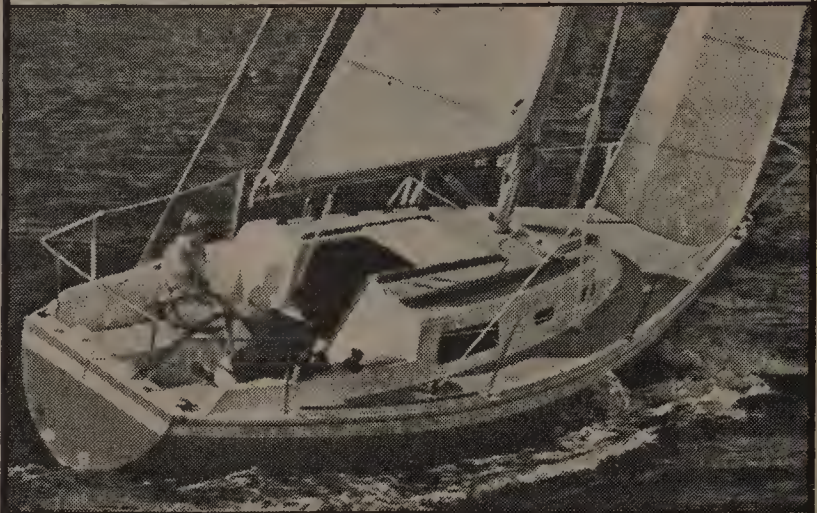
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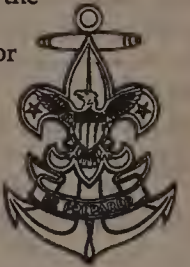
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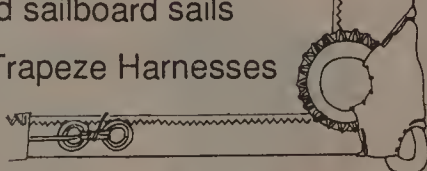
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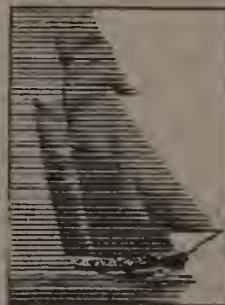


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LETTERS

Eastern European countries are making this work for them for the first time in their lives.

A lot of people wore steel pots on their heads in really uncomfortable climates so we could have our nation just the way it is. Not perfect, but all in all, damn, damn good!

I have sailed off and on since the 1950s and currently moor my MacGregor 26 on a trailer. I've loved your magazine for years; it's the best.

Robert Edmiston
Boulder Creek

⇓↑WHAT A DIFFERENCE TWO LITTLE LETTERS MAKE

After returning from our medical aid voyage to Nicaragua, I came upon an April '89 copy of *Latitude* with an article about our trip. I was very impressed with the article and photos.

However, I would like to correct an apparent typo. One sentence should have read: "Boats in the harbor were closely watched by government soldiers and we were able to leave our boats unattended or unlocked without fear of theft or vandalism."

You printed it as "... we were unable to leave our boats ..."

I feel it's important to make the correction because the port officials, local people and other visiting yachties were very friendly and courteous. The slight typing error completely changes the impression from our original description.

I would also like to add that there are many skilled wooden boat builders in Nicaragua who do good work for \$1 or \$2 a day.

Dudley Lewis
Peace Navy

Dudley — Forgive us for the typo, as it indeed completely changes a reader's impression of visiting Nicaragua.

⇓↑A WHOLE DIFFERENT SCALE OF THINGS

I had to drop you a line to augment your short report on the 'real' J boat races held here in Newport during the month of August.

The first thing you've got to understand is the fantastic job Elizabeth Meyer has done with the 'restoration' of *Endeavor* — which really isn't a restoration since so little of the original boat remains.

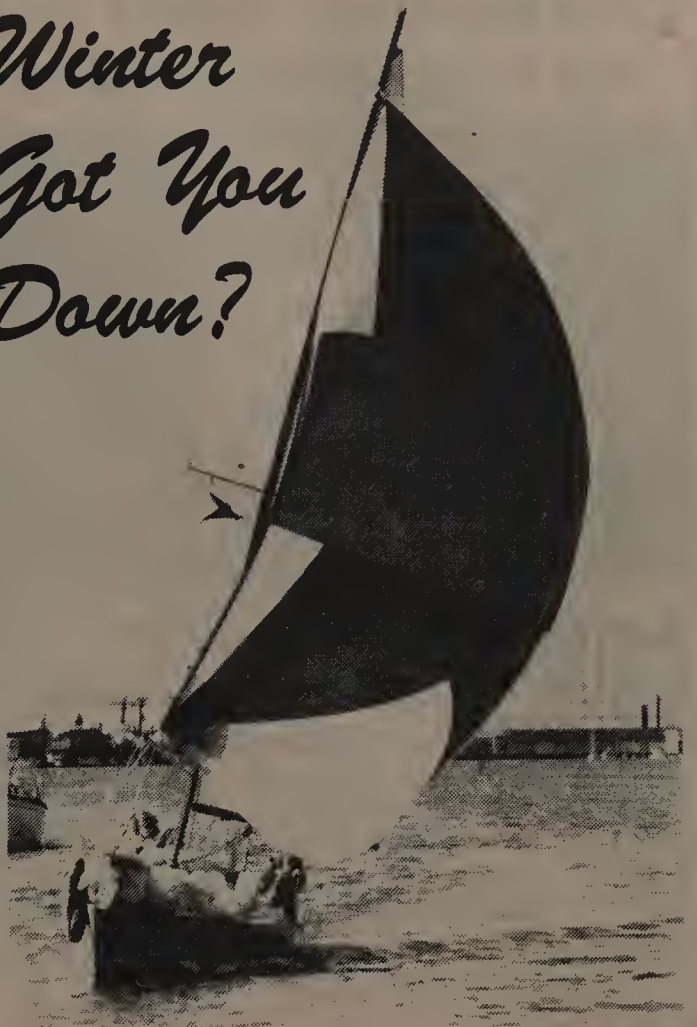
I'm looking at her as I write this, watching about 12 guys bend the mainsail on in preparation for her trip south. And by God, she's the most beautiful sailing vessel I've ever seen! Everything is perfect and in proportion — but what proportions! Her mast towers not just over the Newport Harbor, but the whole town. Her masthead is so tall that she's required to show a red light at night — just like the Transamerica Pyramid! She's pure poetry in teak, bronze, stainless and about six million coats of blue Awlgrip. Also, there's something about 20-foot overhangs that make a boat look sweet.

For those familiar with maxis and big sleds, the J Class boats are on an entirely different scale of things. Last June we had seven maxis here at Newport Yachting Center where my office is, and believe me, *Endeavor* is different! Her turnbuckles are the size of my leg; her V-1's are thick as my wrist; she carries 16 tons on the backstay and the 1-inch Spectra runners stretched so much they had to be upgraded!

The races were, unfortunately, anticlimactic. We all figured that *Endeavor* would be faster than *Shamrock* even though Elizabeth financed a rebuild last year that included a return to the original mast height. After all, *Endeavor* is longer, lighter and has more sail area — differences that are hard to overcome. But she absolutely trashed her older sister. Turner or Jobson made no difference as *Endeavor* point higher and footer faster. Downwind it was even worse.

The only excitement was in the second race on Saturday when *Endeavor* took an inshore tack and got totally killed. It looked like

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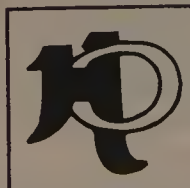
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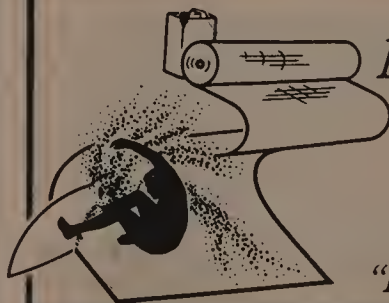
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LETTERS

Shamrock would round the first mark ahead — a moral victory — but she couldn't quite fetch and had to take a short tack — at least as short a tack as you can take with these mutha's. So *Endeavor* crossed ahead and the race was over. The Sunday race outside was more of the same. *Endeavor* lost the start and even sandbagged slightly to make it a little closer, but there's just no substitute for pure boatspeed.

The J Class boats are wonderful to see; maybe Elizabeth will bring *Endeavor* out to the West Coast sometime.

Bob Stringer
Newport, Rhode Island

⇓↑ THE CLAMBAKE PROCEDURE

I doubt if many present day cruisers in Baja will ever have the opportunity to participate in an old-time Baja-style clambake. But on the chance that today's cruisers are able to find a legal clam bed or otherwise obtain enough clams, here's the procedure as I learned it back in the 60s.

You need 10 to 15 two-inch clams per person, as well as a pebble or gravel beach and some brush.

Keep the clams in clean salt water for a day or two to let them clean out. Then rake a level spot on the pebble beach and jam the clams in as close together as possible, the hinge side up. It is important that they be very close together so the juice will not leak out until they are cooked.

Then gather some brush. The best is the size and shape of a tumbleweed but not quite as dense. The branches shouldn't be any thicker than your finger. Pile the brush on top of the clams and light it. The brush will flare up and the burning embers, ideally one to two inches thick, will fall down on the clams.

The embers should cook the clams in three to four minutes. Remove a test clam with tongs. A clam is done when it opens easily; if it's hard to open it's not cooked. (Overdone clams are dry and tough, so don't overdo it). If the test clam is just right, sweep away the other embers to stop the cooking.

To serve, put the clams in a large pan. Have corn tortillas, salsa, mayo, hollandaise sauce, lettuce and whatever goes good with tacos nearby. Participants can remove three or four clams from their shells and build a taco with the fixings. They're delicious!

Ernie Copp
Orient Star
Long Beach & Bonners Ferry, Idaho

⇓↑ I WANT TO PARTICIPATE

I'm trying to find information about the Hiroshima Cup, TransPac and similar transoceanic events.

I would like to participate in such an event in the coming year but don't know where to look for information. Is there any clearinghouse that connects interested parties with potential crew?

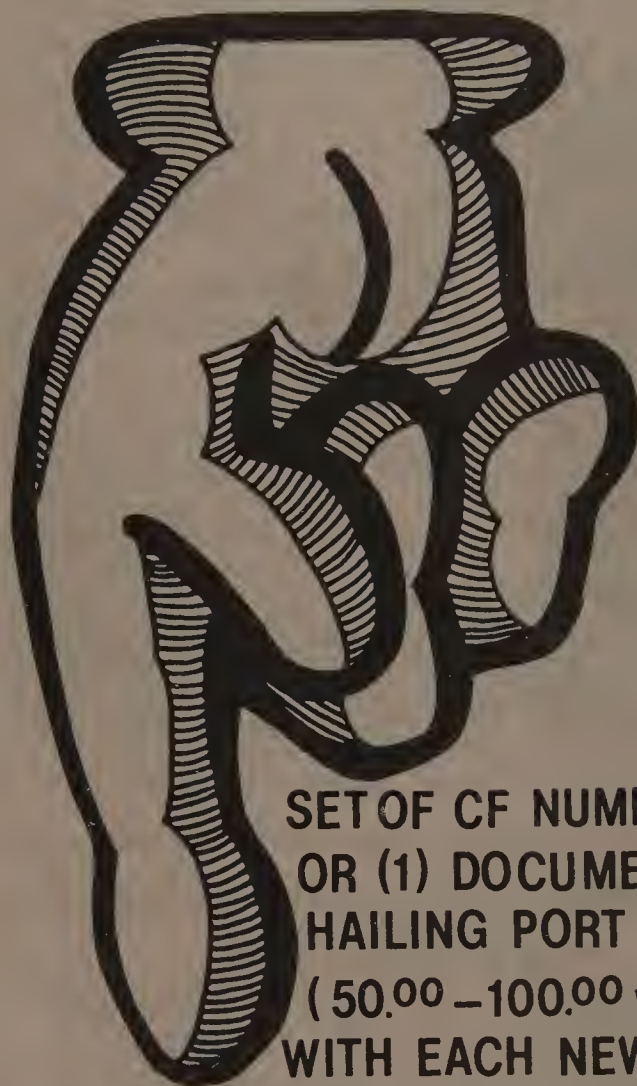
Bruce Torrey
San Francisco

Bruce — There are only two regularly-scheduled 'transpacific' races for crewed boats: the TransPac, from Los Angeles to Oahu, and the West Marine Pacific Cup, from San Francisco to Oahu. All the others, such as the Hiroshima Cup, the Race For Life, the Jack 'n Jill, the Victoria-Maui and Singlehanded TransPac are irregularly scheduled, start from another country or require your own boat.

Both the TransPac and the West Marine Pacific Cup are held on alternate years. Since the next TransPac isn't until 1991, this July's West Marine Pacific Cup is your best bet.

The bad news is that there's almost always more people who want to crew, many of them experienced ocean racers, than there are berths. Most people get to race to Hawaii as a result of either being very good sailors or having been a reliable member of a boat's

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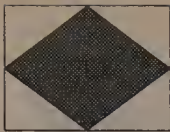
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LETTERS

crew for a number of years. About the only novice sailors who get walk-on berths are gorgeous young blondes with voluptuous personalities. If you're one of the latter or are feeling very lucky, drop a line to West Marine Products and ask to be put on the Pacific Cup's crew pool.

The good news in the 'can't-always-get-what-you-want-but-sometimes-you-can-get-what-you-need' department is you can often get a berth if you're willing to put up some cash. The two most popular routes are by buying into a charter syndicate or signing up for a berth on a charterboat doing the race. The best way to find out about these opportunities is to read Latitude.

If you haven't done a lot of ocean racing before, we strongly recommend you start with some shorter races. The Metro Oakland YC's July race to Catalina has been drawing huge fleets for the last few years, and eager crew are always in demand. It's a great place to get your feet wet.

Last but not least, you can sign-up for our Racing Crew List, application forms for which appear in this month's Sightings.

IF ONE COULD GET BY THE TROUBLES WE HAD WITH OUR BOAT

While your December issue assures your readership of the general state of readiness for charterers in the Virgins, we did not find it to be so. As the enclosed letter to CYC president Dick Jachney indicates, our boat was certainly not ready even though we were assured so by their agent, Windward/Leeward Yacht Charters of San Francisco, prior to our departure.

Twenty-one of us, mostly from the Marina Bay YC in Richmond, were aboard five vessels chartered from CYC from November 19 - 29. Four of the five boats had more or less continuous trouble throughout the period. The fifth had little or none. I had more than anybody. Both Endeavor 42s were in tough shape after Hugo got through with them.

I talked with Dick Jachney on the telephone when we got back and he hinted at restitution of some form. Time will tell and I'll keep you posted.

If one could get by the troubles we had with our boat, the Virgins were great, the weather cooperative and the water the clearest anywhere. When we dove on the Rhone we could read the registration numbers of the dive boat from 80 feet down at the bottom. It sure is a great sailing area if you can get a sound vessel to vacation in. I heartily recommend it.

Dick Winter
Wintertyme
Marina Bay Yacht Club

Dick — In our article we stated that the Virgins had recovered from Hugo and that there were plenty of good boats available for charter. We still believe that — which is not to say everybody is always going to be happy with their boat; that has never been the case.

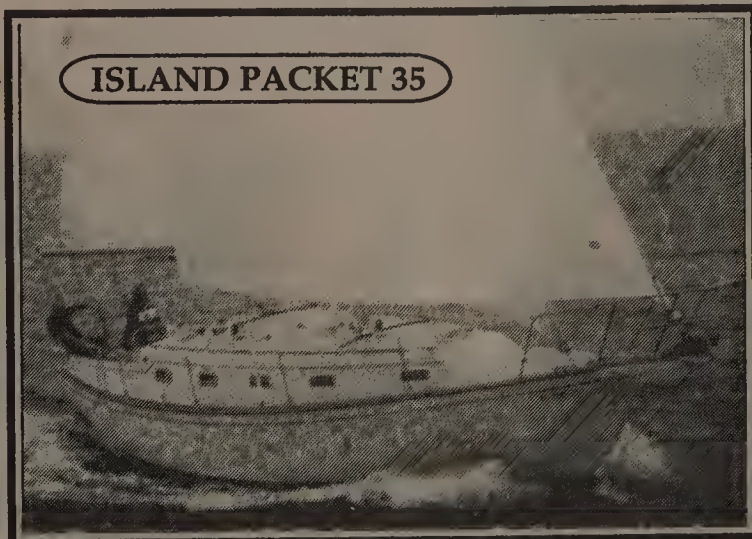
According to Alicia at Windward/Leeward, there is no dispute that the Endeavor 42s you got, which were about to be retired, were nowhere up to standard. This took Windward/Leeward greatly by surprise because 1. CYC had assured them they had good boats ready to charter; 2. Because the people just returning from CYC charters had no complaints, and 3. Because Dick Jachney has a long history of treating his customers right.

Alicia tells us that Jachney has offered you free use of a brand new 44-footer for any week in the off season. Hopefully you'll view this as sufficient restitution; if not you'll have to work something else out. In any event we think it's accurate to say that your post-Hugo experience was the rare exception to the norm.

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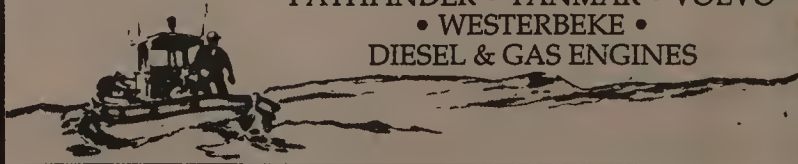
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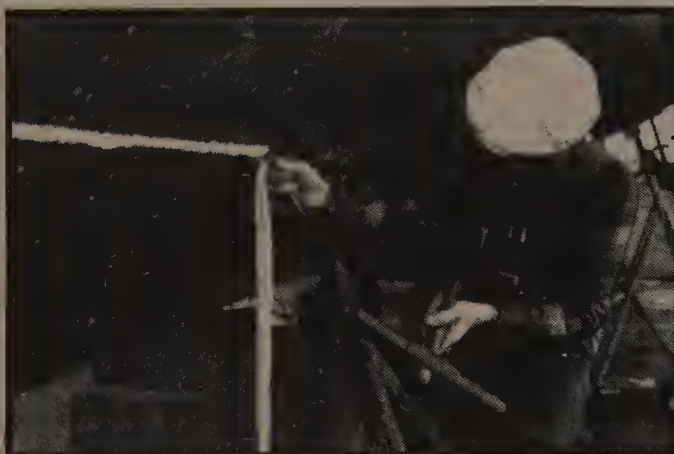
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LETTERS

The response to our full-page ad in the September issue for first-person non-fiction has been most heartening. The best of these accounts of discovery, travel, innovation and ordeal will be included in our inaugural American Anthology of Discovery (1992). Submissions will be accepted through August.

We are convinced that there is a strong readership out there for "real writing by real people". Thanks again for your help, you did a great job and the responses show it.

Sandy S. McMath
Columbus & Company
Box 1492, Sausalito 94966

↑↓MORE ON THE SUBJECT, UNPLEASANT AS IT MIGHT BE

In the November Letters Lynn Orloff-Jones wrote about the possible problems involved if someone were to die aboard your boat, especially in a foreign country.

Those interested in reading more on the subject may benefit from reading Chapter 24 of Lin and Larry Pardey's *The Capable Cruiser*, in which they describe a somewhat similar situation.

Frank A. Farinos
Vallejo

Readers — The Pardeys tell the story of the tragic murder of Redding's Bob Pugh a few years back in Turtle Bay, and of delivering the Pugh's boat back to the States (which to the Pardey's everlasting credit they volunteered to do and in fact did for free).

The paperwork hassles in getting permission to take the boat out of Mexico were considerable, but "would have been unnecessary if Mrs. Pugh had only carried a letter making her legal captain of the vessel in the event of the death or absence of her husband." The Pardeys immediately decided they would put such a document in with their ship's papers, something all couples should do.

↑↓ANOTHER MEMBER OF A DUBIOUS CLUB

R.F. Peterson of Sunnyvale, obviously a member (like myself) of Nitpickers Anonymous, phrased it very well: "I have always thought correct spelling was a criterion to be observed". The October issue award goes to Lynn Mickelson, whose otherwise useful drawing on page 85 fails to tell us exactly what a 'shoval' or 'batton' might be.

Will Hickman
Rockland, Mass.

Will — Since we're living in glass houses and tossing stones, do you really think that criteria are to be observed — except by some kind of weird spectator? Would it not be more proper to have said, 'I have always thought correct spelling was a criterion to be met'? (A concept we at Latitude obviously don't put all that much stock in.)

↑↓I SAY "GO FOR IT!"

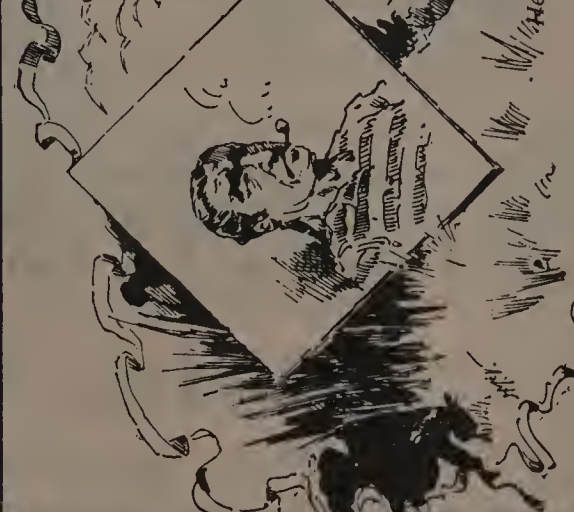
My experience in the British Virgin Islands after Hugo might be of interest to 'mainlanders' thinking of chartering there this winter.

A captain for Delta Airlines, I was in Ireland when Hugo was building in the Eastern Caribbean. Believe it or not, the weather in Ireland was terrible — high, moisture-laden winds blowing in from the southwest — for four days because of that hurricane seemingly so far away.

Instead of continuing on to California when I returned to the States on September 29, I 'turned the corner' at Atlanta and headed for the British Virgin Islands. I was scheduled to be part of the annual International Airline Regatta that would start in the BVIs on October 3; since I have many friends living on Tortola, I wanted to help them clean up from Hugo first.

My concern for my friends and my gesture of assistance were almost unnecessary. There had been substantial boat and property damage, but the people of the British Virgin Islands were

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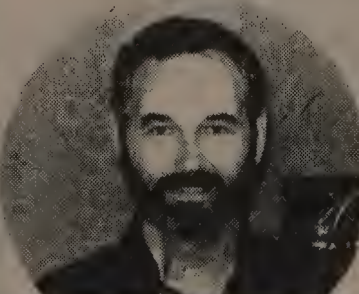
The chief mate of the Pequod was Starbuck, though born on an icy coast, seemed well adapted to endure hot latitudes. . . He was by no means ill-looking; quite the contrary. His pure tight skin was an excellent fit; and closely wrapped up in it. Starbuck seemed prepared to endure for long ages to come, and to endure always, as now; for be it Polar snow or torrid sun, like a patient chronometer, his interior vitality was warranted to do well in all climates.

Herman Melville, 'Moby Dick', Chapter XXVI

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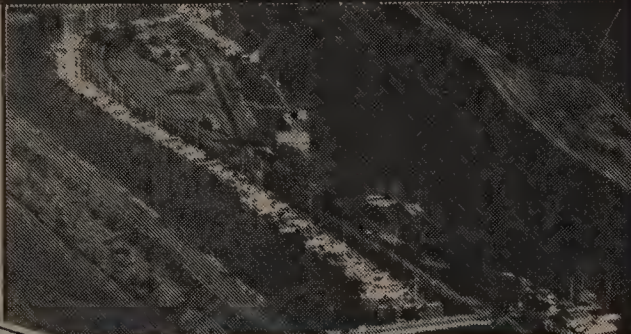
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LETTERS

incredible! The streets were already cleared when I arrived and the electricity back on. Phones on the East End had never gone down.

My friend Jack Brown of Go Vacations had been up all during Hugo handling radio relays and emergency call coordination. When he and his lady Beth went out the next morning to begin cleaning up, neighbors he had never seen before were already in his yard clearing debris!

The people of the British Virgin Islands are very religious and still cling to close family and community values. If Jack had lived in the U.S. Virgins, his neighbors probably would have been in his yard stripping his cars. (I know I'm gonna get heat from the two or three U.S.V.I. supporters who correspond with you, but after more than 20 years of being a charterer and a charter skipper in the Virgins, I'm prepared to defend my position.)

The next amazing thing was the recovery by The Moorings. You recently published a letter from their General Manager, John Tate, about them being 100% back on track. He was not exaggerating. The Moorings and North/South Charters of Virgin Gorda co-sponsor the International Airline Regatta; since it was slated to start just two weeks after Hugo we all assumed it would be cancelled. The Moorings and North/South weren't about to cancel; they had made a commitment and they were going to live up to it.

Because of damage to part of their Virgin Islands fleet, North/South could only deliver some of the 15 C&C 41s they normally provide. On the evening of October 2, just hours before the regatta was to begin, I happened to see a number of boats motoring into Tortola from The Moorings fleets in St. Martin and St. Lucia (100 and 350 miles away, respectively) to replace the missing boats. There was no fanfare about it, no boasting; they were just taking care of business in their usual excellent manner. Had I not seen it first hand, I doubt if any of the airline charterers would have even known about it.

A fleet of 68 boats began our 10-day regatta as scheduled on October 3 in better shape than most boats are delivered anywhere. There was the occasional bent stanchion or scratch on the side, but that was it.

One of the race destinations was North/South's Leverick Bay Resort up in North Sound. Like The Moorings base on Tortola, they had suffered from Hugo but had quickly got back on line. They put on a dinner and party for nearly 600 people that was truly their best ever! Seamus O'Connell, their General Manager, told me that his employees were proud of the recovery they had made and happy to be able to share it with such a discerning group as international airline people. Their pride was well-deserved and their joy of sharing was appreciated by all of us.

To all the people of the British Virgin Islands, and especially the management and staff of The Moorings and North/South, may I congratulate you for all for of us who didn't get to do it personally; you did a fantastic job!

And to all of the people here in the States who have been considering chartering in the British Virgins this winter, I say: "Go for it!" If you hadn't heard about Hugo you'd never have known it happened.

Timothy C. Clifford
Commodore, Elkhorn YC, 1990
Commodore, Delta (Airlines) Sailing Club, 1990
Member, Pacific Cup YC
Captain, Delta Airlines, Inc.
Moss Landing

Timothy — As you might have read in last month's World of Chartering, we did an inspection trip to the BVIs the month after Hugo and reached the same conclusion you did: you couldn't tell there had been a hurricane, let alone such a destructive one as Hugo.



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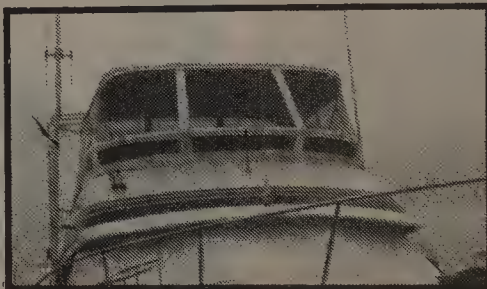
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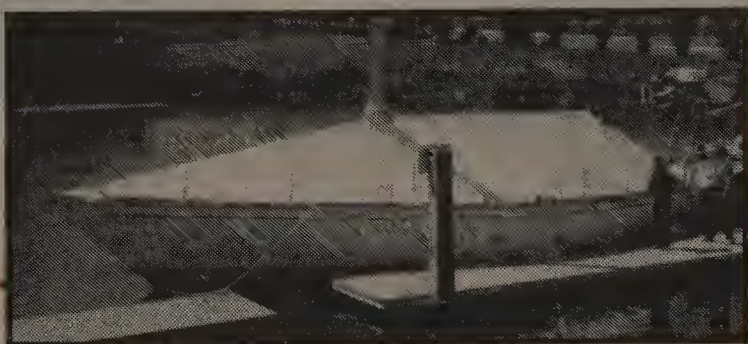
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↓↑WE ENCOURAGE OTHERS TO JOIN

There are over 85 Hans Christian yachts between San Francisco Bay and Monterey. A few of us are re-activating the Hans Christian Owner's Association and plan an organizational meeting for 7:30 p.m. on February 8 at the Encinal YC in Alameda.

We have the names of 48 Hans Christian owners on our mailing list and would like to encourage all other owners to join. Anyone interested should contact me.

James Scala
44 Los Arabis Circle
Lafayette, CA 94549
(415) 283-0398

↓↑EASIER SAID THAN DONE

Re: Ayn Woodruff's letter in last month's *Latitude* ("Whale Avoidance Techniques", page 31) regarding whale avoidance. My suggestion is to at least stay out of the "natural" lanes that whales use travelling to and from the Poles.

An excellent map of Mendocino can be purchased which depicts whale migration paths across the ocean section. Those folks got the that information somewhere. You're in a good position to locate and publish it.

Great rag! Happy holidays.

Paul Morningstar
North Bay

↓↑SEARCHING FOR THE GUAYAQUIL EXPRESS

Because you don't accept foreign subscriptions we're unable to receive *Latitude* 38 here in Ecuador. But we can't complain because we are lucky enough to be able to glance at back issues from time to time.

Since we don't get your magazine, I wonder if you would kindly let your boat-selling advertisers know that we are interested in a new or bristol-condition used light-air planing boat in the 27 to 37-ft LOA range, hopefully equipped with ORC Category 1 equipment. It is essential that the true wind speed and true wind angle necessary for sustained planing be specified.

We are looking into several brands but some, such as the Hobie 33 and Moore 30, have simply not replied. We've asked for copies of the factory brochures and magazine write-ups and would especially appreciate those.

Thanks very much for any cooperation you can give our cause. And, don't be shy about sending back issues our way by surface mail; *Latitude* 38 ages well!

Xavier Roca
Box 1227
Guayaquil, Ecuador
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↓↑OH NO! WE CAN'T FORGET THEM

Thanks for the wonderful magazine and your great coverage of our *Ultimate Express* 30. The boat-building is going great, although sucking dust isn't that much fun.

The one thing missing in your *Sightings* report on our boat was mention of one of our sponsors: West Marine Products. They're a great company we can't forget.

Leoni Daniel
Point Richmond

↓↑WARNING

Within just a few months of retirement, my wife and I were thinking about sailing our boat to La Paz, Baja California Sur. We'd read so much about it, we thought it was *the* place. But instead of sailing down for our permanent change, we flew down for two

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LETTERS

weeks to investigate — and we're glad we did.

La Paz is beautiful. The Mexican people a delight. The food was wonderful and the climate perfect. What ruins La Paz are the Americans! True, we did meet some lovely, respectable, clean and intelligent Americans, but we also found an element so crude that they overshadowed all the nice ones.

Example: We went dine in a recommended place called El Molino. The food was good but the drunken atmosphere was appalling. Americans! One man was a loud 'rabble-rouser', shooting off his mouth, unhappy with everything and drunk as a skunk. Talking with another couple, we found out he was the Commodore of the Cruising Club of La Paz. We decided to look into this 'yacht club', so we went to a meeting on a Tuesday night. It was an eye-opener.

Sure enough, the 'rabble-rouser' was there. I asked one of the other members what the club did.

He: "Get drunk."

We: "Besides that."

He: "Oh, we have some good fights once in a while."

We: "Fist fights?"

He: "Yes, we had two good ones just this last year."

We: "Here in the hotel?"

He: "Right in this room."

My wife talked to one of the women at the meeting who said she was disappointed with the club because there was so much "back-biting". My wife asked if that was the case why she came to the meetings. The woman said, "Because if I don't come they'll tear me up."

Another woman said the only reason she attended was to laugh at the petty power struggles going on between the officers.

I walked up to another man who, like me, was checking out the club. He said he had never seen such a horrible example of a club in his life and wondered why the Yachting Association ever accepted them.

We talked to another man and asked him why those who liked to fight and get drunk weren't put out of the club. "Hell," he said, "if that happened we'd have to eliminate three-quarters of the members."

I was appalled at the way these people are conducting themselves in a foreign country. Ugly Americans!

As for us, we've decided to head west instead of south. Poor Mexico. We'd heard about this situation in La Paz but hadn't put any stock in the rumors. But seeing was believing. If you're a cruiser headed south, take our letter as a warning. If you don't care for drunks and fighting, steer clear of La Paz.

Maybe our letter will open some eyes in La Paz. I feel badly for the responsible sailors who are trying to live in peace there.

Barb & Bill Pickett

Sea Foam

Seattle, on our way west

Barb & Bill — For a number of years now we have reported that La Paz has had some problems as a result of enthusiastic drinking on the part of a small but sometimes conspicuous element of the cruising community. Although the problem is a little more severe in La Paz than most places, it's hardly unique to the city.

It's commonly known that El Molino, partly because of its convenient waterfront location and its 5-7 p.m. happy hour, is a popular first stop for those in the cruising community who enjoy a sundowner or two. Or three or four. Cruisers who don't want to risk having their sensibilities offended often head to any number of other fine watering holes.

The current Commodore of the Cruising Club of La Paz is Jimi Murillo, a former ironworker from San Francisco. Murillo told Latitude that from time to time he enjoys "getting crazy and blowing

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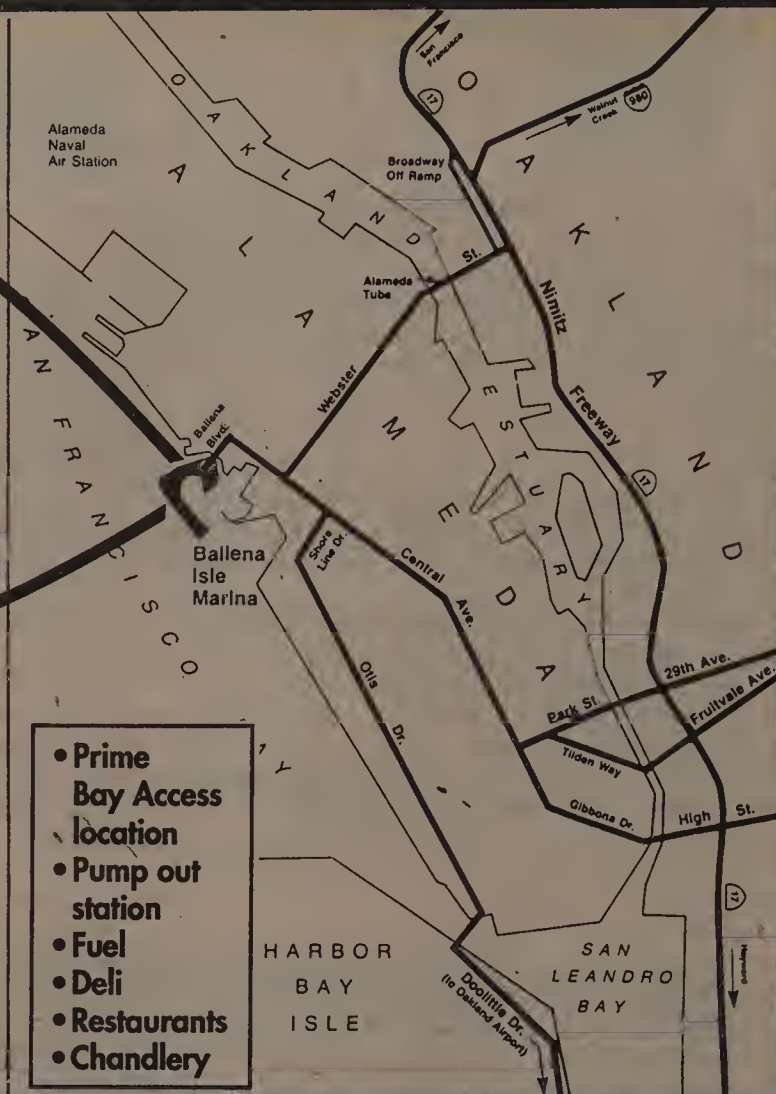


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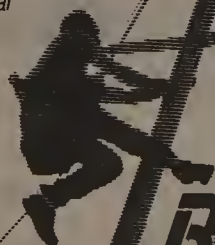


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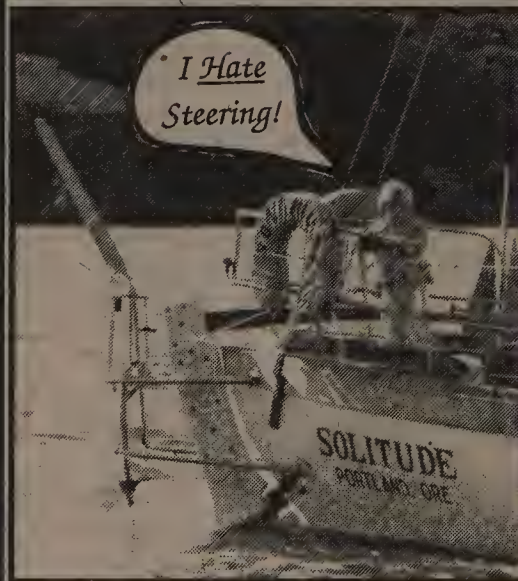
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LETTERS

off steam" with friends at El Molino by "getting really gassed". He denies, however, ever causing trouble. Not always in La Paz, he's not certain if he's the person you referred to in your letter.

As for fist fights as Cruising Club of La Paz meetings, members confirm that there was one about a year ago, around the time you apparently were in town. The fight, we're told, was instigated by a non-member who eagerly took advantage of the 50-cent drinks available before, during and after club meetings. That individual arrived at the meeting drunk, was confronted for being rude to the speaker, the female Consul General from Tijuana, and swung a beer bottle at someone who objected to his behavior. That person apologized to everyone over the VHF the next morning and has since returned to the States.

The bar is now closed during cruising club meetings. At least one person planning to run for Commodore next year will, if elected, close the bar prior to meetings, too.

While the Cruising Club of La Paz is not a member of any 'Yachting Association', it does do things for the community of La Paz. During the month of December they raised \$3500, a not insignificant sum in Mexico, to assist poor families in La Paz for the second year in a row. See Changes for a more detailed account.

Given the somewhat ingrown nature of the La Paz cruising community, nobody denies that there is backbiting. We're told there is one individual, who when fueled with enough alcohol, takes to the VHF radio to announce that certain people are having extramartial affairs, breaking the laws, taking bribes, etc. We know for a fact that a cruiser who goes by the alias "Mouth of The South" publishes similar accusations in a scandal sheet that receives extremely limited distribution. The individual who sent us our copy said that were the information to become widely known, the author would be strangled by a libeled cruiser or left to die in the desert by maligned Mexican officials. He's probably right.

Yes, if you look for it or don't avoid certain places or radio conversations, you can find unsavory behavior on the part of what can be most accurately described as the drinking (rather than cruising) community of La Paz. And don't kid yourself into thinking you're going to be able to completely avoid it by heading west. But as with almost every other city in the world, if you don't look for trouble and make the small effort to avoid the notorious places, you can have a great time and meet some truly wonderful people.

If you've read our past guides to cruising Mexico, you know that we've always recommended La Paz as a place to spend a week enjoying the restaurants and to reprovision. Part of the reason is because there is an unpleasant element in La Paz, but mostly because there are so many terrific places to explore and hang on the anchor. There are a growing number of sailors, however, who like to call La Paz home. As far as they are concerned, if you're willing to look at the big picture, La Paz has a lot to offer.

If you're read recent issues, you know that we at Latitude will be co-sponsoring 1990 Sea of Cortez Sail Week with the Cruising Club of La Paz. We came to this agreement only after getting the assurance of Don Perkins, Sail Week Chairman from the Cruising Club of La Paz, that the event will be conducted in a manner to bring credit to cruisers and the country of Mexico. We, the Cruising Club and Mexicans officials will all be working toward that end.

↓↑PLEASE CONFIRM OR DENY

True or not? President Bush only decided to invade Panama after he learned that Big O needed to safely transit the Canal later this year.

P.S. Courage, baby.

Dan Wrather
New York City

Dan — We're unable to comment on that report at this time.

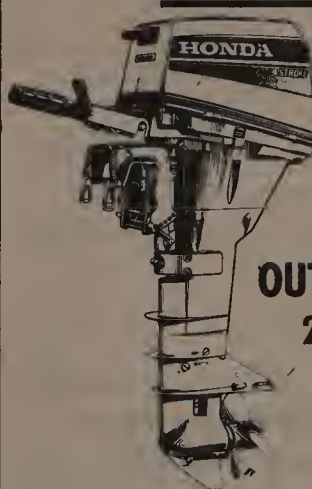


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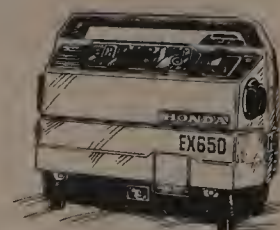
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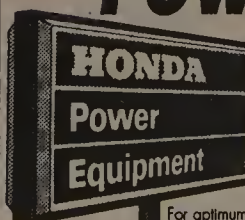


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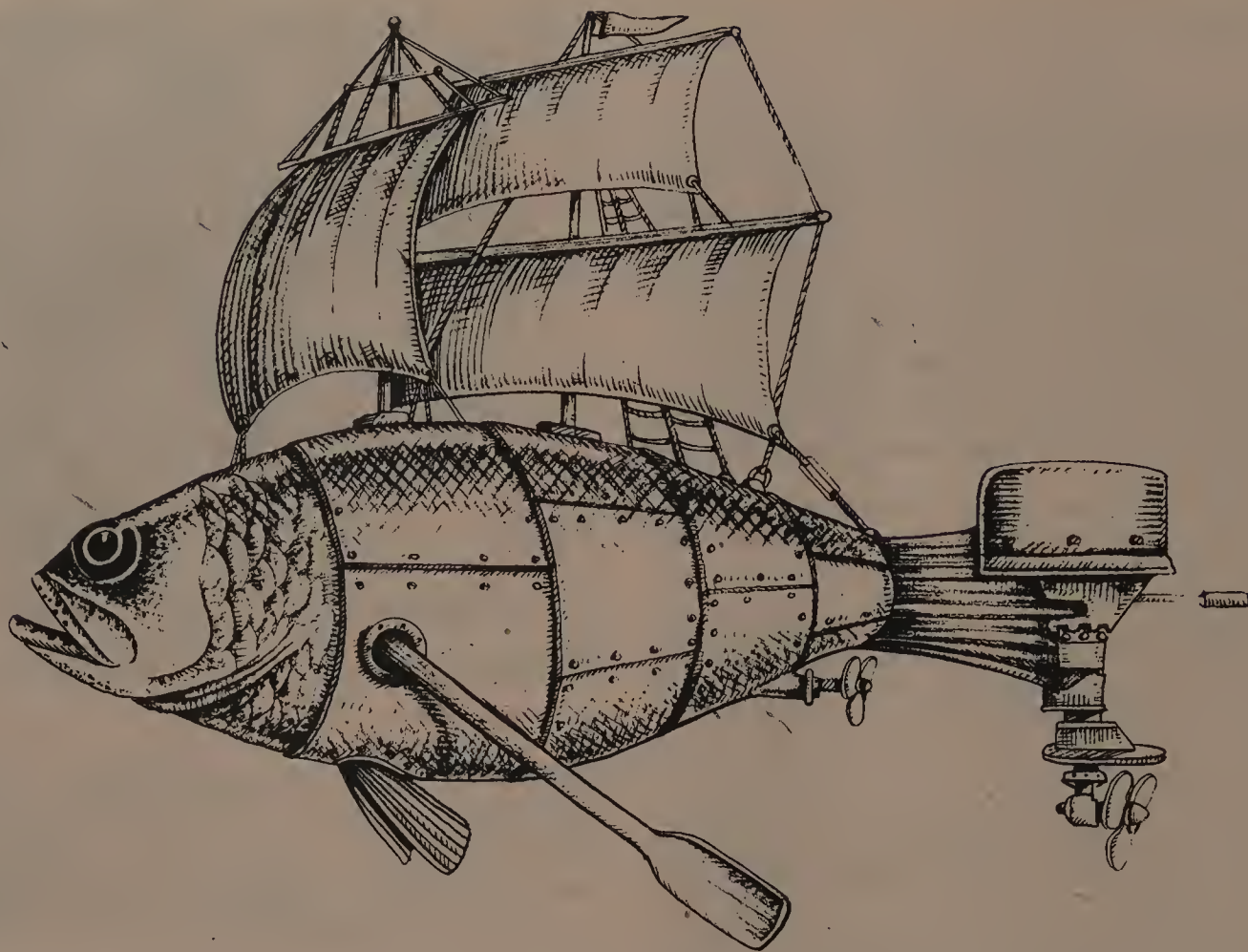
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LOOSE LIPS

Wrong impression.

Sailors like to look at boats, especially if they're shopping for one. That's why almost all brokerages who advertise in *Latitude 38* feature a half-dozen or more "boats of the month" photos in their listings. Thing is, for one reason or another, it's often impossible to find photos of every boat that's currently a hot market item. The usual solution is to run a photo of a sistership, which is often culled from our archives. Most of the time, nobody minds. But sometimes, like last month, we stuck our proverbial foot in our proverbial mouth. To take the place of an unavailable-for-photos MacGregor 65 in the Fraser Yachts ad, we inserted a photo of Zeus, Hal Nelson's well sailed and highly successful Big Mac — right next to copy reading, "unbelievable price. Steal from the bank and burn up the Bay."

The thing of it is, Zeus (whose name is plainly visible in the photo) has not been repoed by the bank, is not the boat available for an unbelievable price, is in fact not for sale — and Hal was kind of upset that people could infer that it was any of the above.

We hereby offer our apologies to Hal, Nelson's Marine and Fraser Yachts for the mishap. As for the ad salesman responsible, we've put him in a pair of cement shoes and sentenced him to 30 days as ballast in an oyster schooner bound for the Aleutians.

Clever fundraiser.

In the latest issue of *Fragrant Harbor*, the Hong Kong counterpart to *Latitude 38*, we came across a great idea for a fundraiser. To raise money for a local charity, the Royal Hong Kong YC sold chances at winning a new Beneteau 32.5 during its annual holiday party. For HK\$50 (about \$7, we think), each participant got to roll seven dice. If anyone could beat the 280,000 to 1 odds and get all sixes, Beneteau (undoubtedly caught in one of their weaker moments) agreed to award them a new boat. Approximately 500 chances were sold in the three hours of the party, raising around \$3,500. And no, nobody rolled seven boxcars that night. But everyone went away happy: the RHKYC for the draw, the attendees for the party and the chance at a new boat, the charity for the dough, Beneteau for the great exposure (a spiffy, decorated 32.5 was craned into the yacht club pool as "bait") and Simpson Marine. The latter offered the top consolation prize, a day's free charter on a 43-footer, which was awarded to the highest roll of the night, five of seven sixes.

Serge of enthusiasm.

The *Sightings* piece on sailing around the world in a 12-ft boat got quite a response for Serge Teste, the Australian sailor visiting the Bay Area in part to promote the book about that trip, *500 Days*. Because of the response, Serge called to say he's extended his stay in the Bay through mid-February. He's available for slide shows, and still has a few copies of the book available at \$12 apiece. He can be contacted c/o yacht Nanou, Pier 39 Marina Office, P.O. Box 3730, San Francisco, CA 94119.

Trickle-down good from full-gush bad.

Congressman Tom Campbell, in a radio interview in mid-December, was of the opinion that the unpreparedness shown in the Exxon Valdez disaster might well turn out to be the catalyst for an indefinite moratorium on further oil drilling off the California coast. You may recall that in his state of the union address last January, President Bush called for a year-long study of oil drilling off Northern California. Well, that year is up this month. Let's be sure to watch the papers for the results.

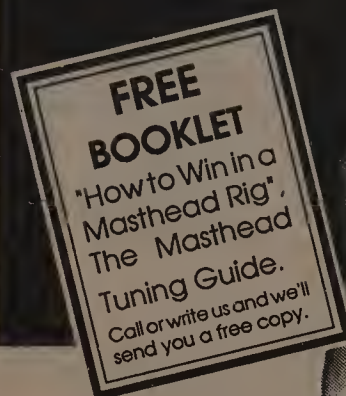
Safe boating is no accident.

January and February mark more than the start of a new year. They are also the months when the new Boating Safety classes put on by the Coast Guard Auxiliary and U.S. Power Squadron get underway. Curriculum is essentially the same: all the basics of right of way,

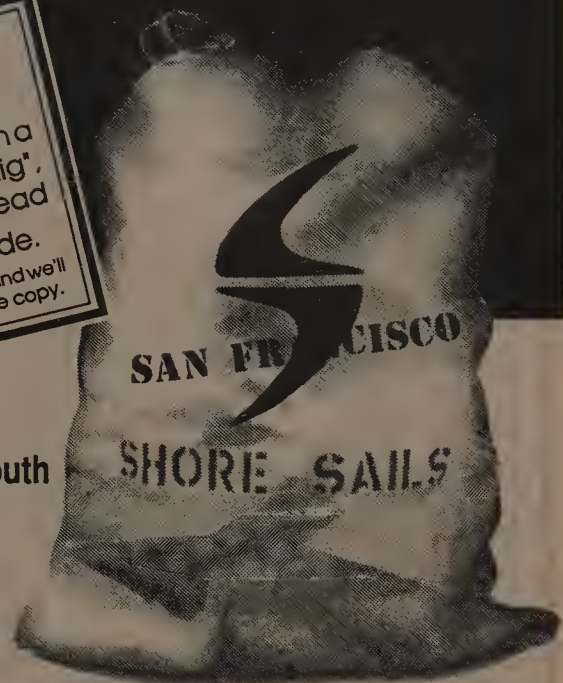
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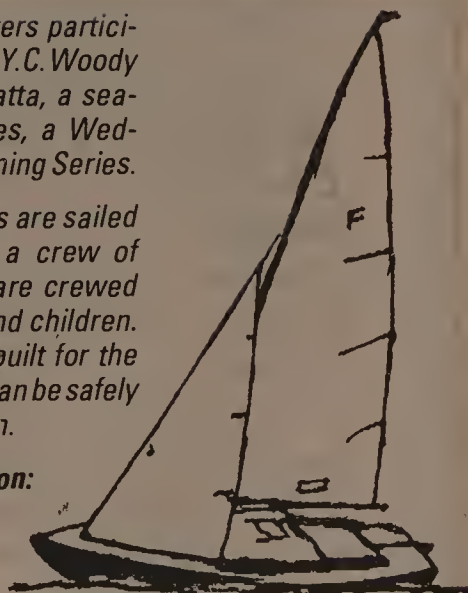
Active Racing: Folkboaters participate in the St. Francis Y.C. Woody Regatta, the Volvo Regatta, a season championship series, a Wednesday and a Friday Evening Series.

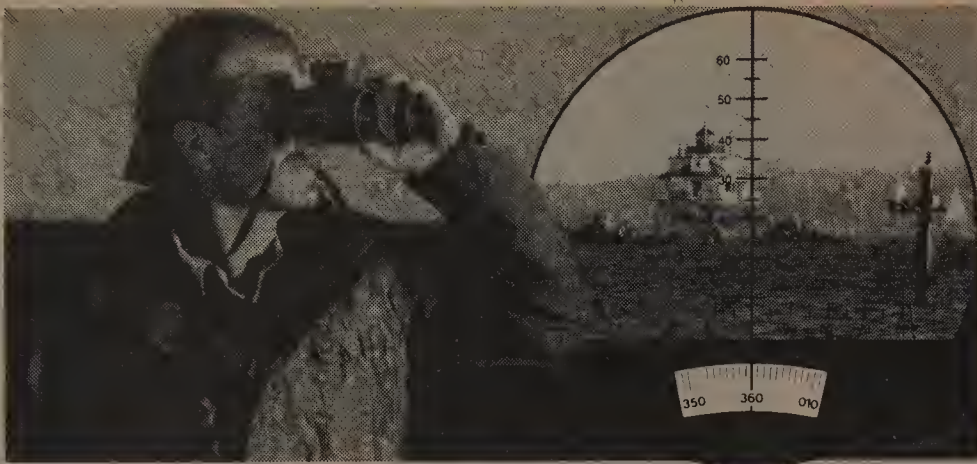
A Family Boat: Folkboats are sailed without spinnakers by a crew of three. Many Folkboats are crewed by couples or parents and children. The sturdy Folkboat is built for the Bay's strong winds and can be safely handled in any condition.

International Competition:

There are over 3500 Folkboats worldwide. Americans are invited to sail (boats are available) in regattas in Ireland, England, Denmark, Sweden and Germany each summer. Every other year the Europeans come here for a regatta.

Affordable: Folkboats rate very high on the fun-per-buck ratio. Call Evie Ashcroft, President of the Folkboat Association, 339-0555 (evenings), for a description and prices of available Folkboats.





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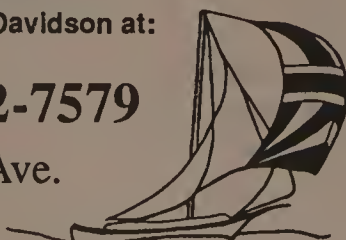
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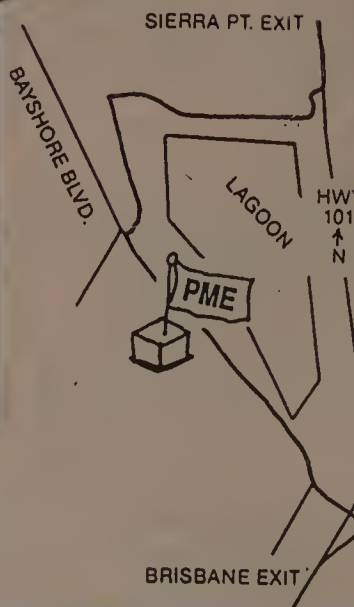
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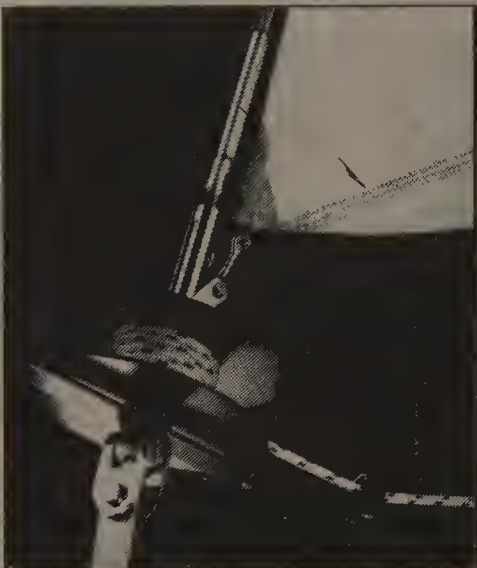
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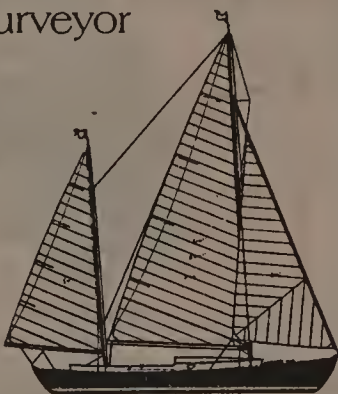
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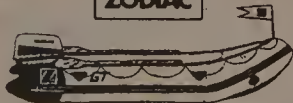
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What's wrong with this picture?

If you're a hardcore racer, you already know. For everyone else,



that's Steve Taft of North Sails, left, enjoying a big laugh with Sobstad's Norman Davant during the '89 Big Boat Series. No more hints.

Correction.

In response to the article on Brenda and George Milum's 46-ft aluminum cruising boat Avatar in last month's *Sightings* piece, "Freedom of Choice", we received the following:

Editor,

1) Yacht Masters of Vallejo was hired to launch Avatar, period.

2) Bruce Brudvig is not and never has been a cabinet maker.

3) Don and Jeff Millerick (of Coast Marine Construction) have never done any tin banging. We have constructed dozens of metal vessels both commercial and pleasure over the past two decades, all of which are still afloat and in use.

Builder's comment: The construction and systems installation of Avatar went as quickly and smoothly as possible. Most delays were due to owners' insistence on things being done their way after advice to the contrary. George and Brenda Milum were demanding and deserving clients. We wish them well and God's speed.

— don millerick, jeff millerick, bruce brudvig

For the information of our readers, general-interest articles about local boats and sailors are meant to inform and entertain, not to be decisive, fact-finding missions where every detail is minutely scrutinized. Name-dropping of people involved in the building (or rebuilding, rerigging, etc.) process is intentional, especially when the boat owners want to thank them publicly for a job well done, as was the case here. As far as was possible, the facts outlined in the story of Avatar were accurate according to what the Milums told us. We apologize if our misunderstanding their meanings offended anyone.

— editor

Dutch's MARINE

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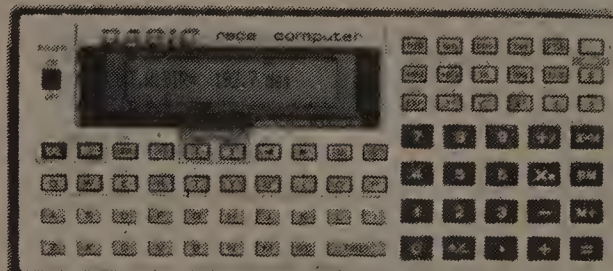
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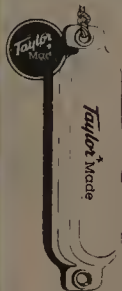
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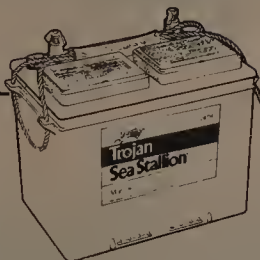
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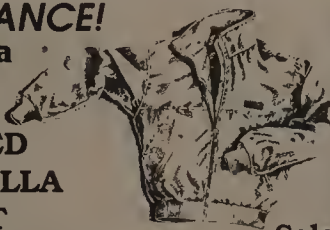
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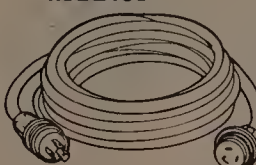
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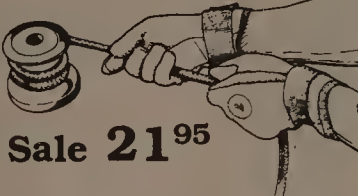
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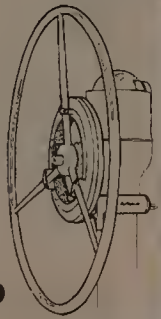
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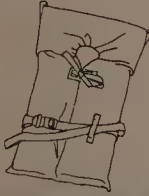
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shrimp boat attack in mexico

A large steel-hulled Mexican shrimp boat "deliberately" rammed the 55-foot cruising vessel *Yellow Bird* in the rough waters of the Sea of Cortez on December 2, according to Joseph and Donna Thaler, who were then left to fend for themselves aboard their sinking boat some 75 miles from the nearest port. Badly shaken but otherwise uninjured, the Thalers and their boat might not have survived had it not been for the rescue efforts of the



The interior of 'Yellow Bird' after the hit.

Payne family aboard the sailboat *Bountiful*, which happened to be in the area. As a result of the ramming, the Thaler's beautiful Tayana 55 suffered a severe four-foot vertical crack in the hull, extensive damage to the interior, and damage to the standing and running rigging.

"This was not an accident," an outraged Thaler wrote in a report to *Latitude 38*, "but a willful act of destruction on the high seas. We were intentionally left to sink and most likely die out there . . . and nobody seems to care about finding the persons responsible."

The situation is somewhat confusing because while Thaler, who has gone back to South Dakota, wrote that the ramming was "deliberate" and 'not an accident', he also told those who transcribed his report that he suspected the shrimper's crew was asleep and the shrimper had run them down while under autopilot. In any event, cruisers in La Paz are not living in fear that shrimpers are out to deliberately run them down, but accepting it as "one of those things". Some are taking extra precautions, however, to maintain plenty of distance from commercial traffic. Jack and Donna Edinger of the *Columbia 28, Ventura*, for example, postponed their crossing to Mazatlan until there was a full moon to provide extra visibility.

Yellow Bird was headed east southeast from La Paz when the incident developed. Having cleared De la Foca reef to the north of Isla Cerralvo, which is about 25 miles east of La Paz, the Thalers set a course of 102° for the 200-mile passage across the Sea of Cortez to Mazatlan. In the next few hours they were passed by a large tanker, the sailboat *Morning Star*, and the Mazatlan ferry.

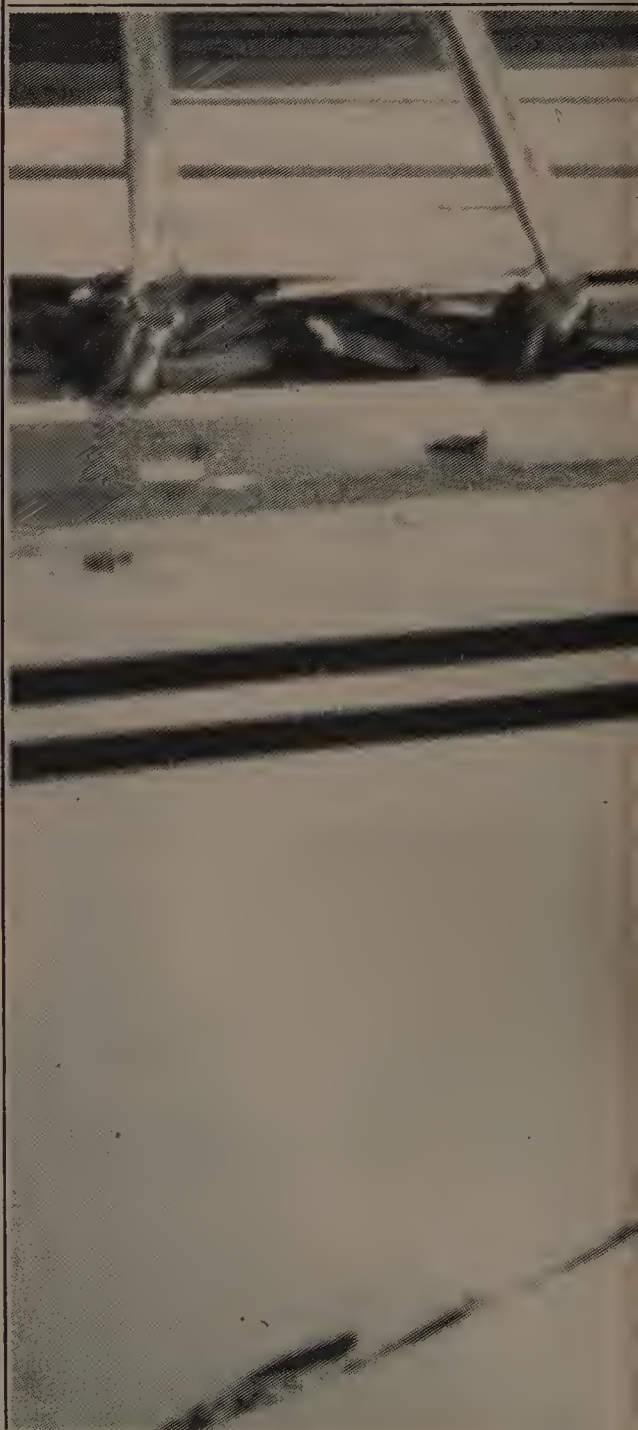
At 10:00 p.m., having monitored an unidentified nearby vessel by sight and radar for half an hour, Joseph Thaler tried to make radio contact via VHF. *Yellow Bird* gave her position, speed and heading, and requested that the other vessel respond with the same. While *Yellow Bird's* transmission was picked up by *Bountiful*, a 43-foot sailboat, *Rosel'I*, a 34-foot sailboat, and *Morning Star*, another 34-foot sailboat, the unidentified vessel in question did not respond.

With the unknown vessel continuing to slowly close on *Yellow Bird*,
cont'd next sightings page

boat show —

The arrival of boat shows at this time of year is as dependable as winter rain, the difference being that the former is much more fun to be in than the second. You can go thump hulls, check out the latest in sails, electronics and other gizmos, and generally have almost as good a time as you would sailing.

The first of the season, the NCMA (Northern California Marine Association) Boat and RV Show, will kick off at the Moscone Center the day after this issue hits the streets — December 30. It will run through January 7. A special emphasis at this year's show will be "buyability." Organizers remind boaters that boats can be financed just like cars, with easy, affordable payments. Boats also represent an investment that has solid resale value. Plus, many floor models get "double"



go, go, go

discounted at this show — in addition to year-end prices on 1989 models, many dealers give special discounts to show-goers.

Show hours are noon to 10 p.m. weekdays, 10 to 10 Saturdays and 10 to 6 Sundays and holidays (like January 1). Admission is \$5 range for adults, with discount tickets available at many area marine outlets. Kids under 12 get in free. For more information, call 521-2558.

The 48th Annual San Francisco Sports and Boat Show at the Cow Palace begins the next Friday, January 12, and runs through the 21st. You'll likely see many of the same faces and hulls there, but these shows offer enough variety (remember Twiggy the waterskiing squirrel?) that we enjoy "doing" them both. For more on the Cow Palace show, call 563-5100.

shrimp boat attack — cont'd

which was moving at a brisk 7.5 knots under sail, Thaler altered course in an attempt to maintain his distance. It did no good as the shrimper, which did not respond to calls on the VHF, continued to close. After motoring parallel to *Yellow Bird* at a distance of 300 yards, "they very suddenly changed course by 90° and rammed *Yellow Bird* amidships". Thaler's attempts to avoid being rammed had been in vain.

The understandably shocking experience of being deliberately rammed by a much larger steel shrimper on the high seas was bad, but it got worse. After pushing *Yellow Bird* sideways under full power for what seemed to the Thalers to be an eternity, the shrimper, still under full power, turned sharply to starboard. In so doing, the shrimper's gigantic booms badly damaged *Yellow Bird's* standing and running rigging. With the two vessels now tangled, the shrimper swung *Yellow Bird* around to her starboard side and jammed her other boom into the Tayana's port side rigging.

Despite hysterical and constant screaming by the Thalers, no crewmen were ever seen on the shrimper. The boats eventually untangled themselves — whereupon all the lights went out on the shrimper and it motored off to the northeast. *Yellow Bird*, her sails still up, was left with water pouring

cont'd next sightings page



shrimp boat attack — cont'd

through the four-foot vertical gash in her hull, a disabled rudder, torn sails, and destroyed rigging.

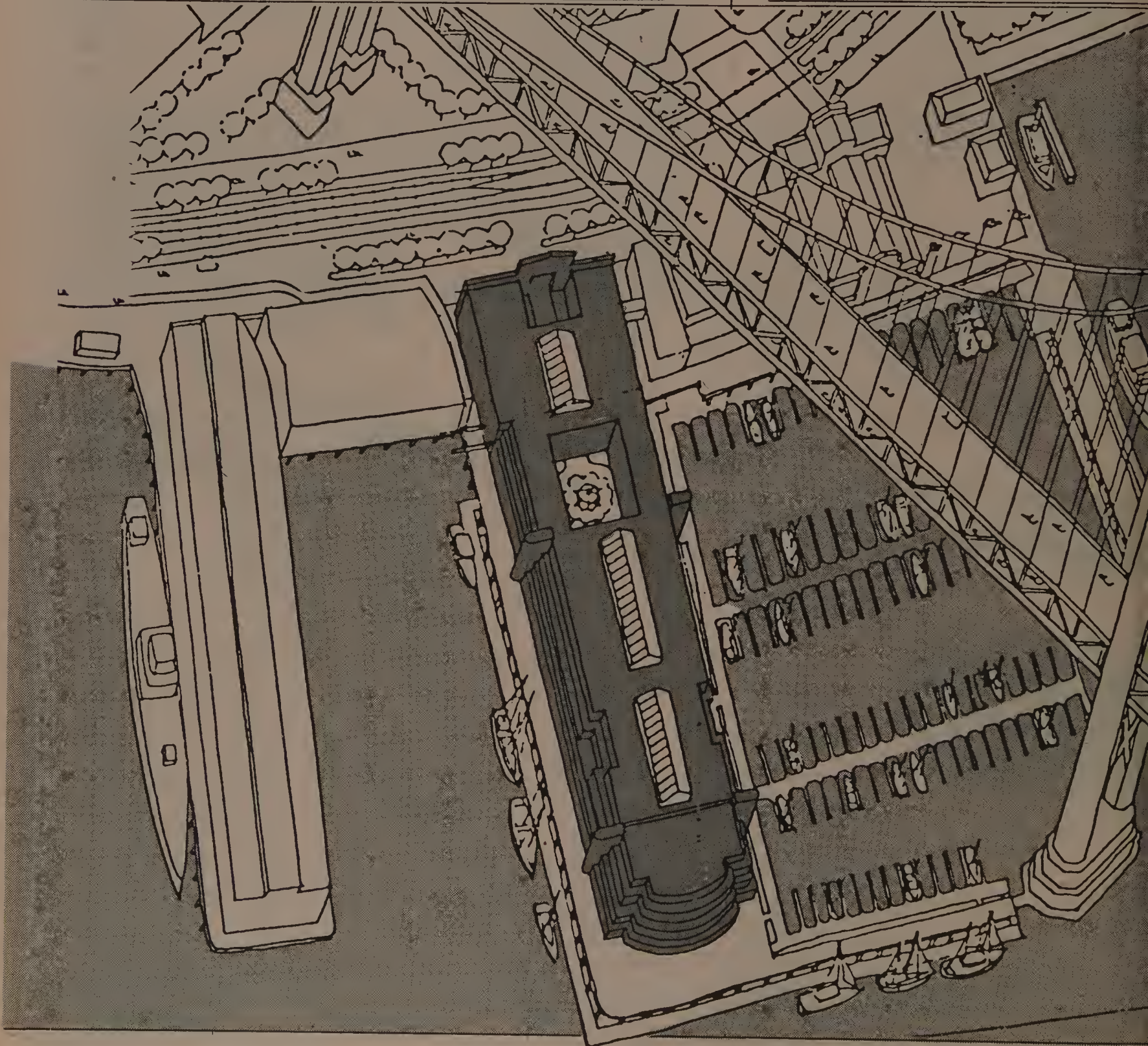
Joseph Thaler had a number of important jobs to attend to quickly. He had to calm his wife who, fearing their beloved *Yellow Bird* would sink before help arrived, kept hysterically repeating, "they just left us here to sink in the middle of nowhere". There were also the jobs of getting the pumps going and trying to stem the flow of water into the boat.

Having done that, Joseph got on the radio to call for help while Donna made preparations to abandon ship. Miraculously, the three aforementioned sailboats were in the immediate vicinity and monitoring VHF 16. *Bountiful* and *Morning Star* were just six miles away; *Rosel'I* was 12 miles away. Knowing that three rescue vessels were charging to their stricken vessel at top speed, a somewhat relieved Thaler could check the

cont'd next sightings page

as the

Inferring causation from correlation is one of the great practical jokes our supposed higher intelligence often plays on us. You know, if there's more crime during a full moon, then one might logically — though incorrectly — conclude that full moons cause crime. In the aftermath of the October earthquake we were reminded once again of this tenet from some long-forgotten logic class. Not long after the shaking stopped, someone suggested that, because the earthquake occurred about an hour and a half after the highest tide of the month, high tides must trigger earthquakes.



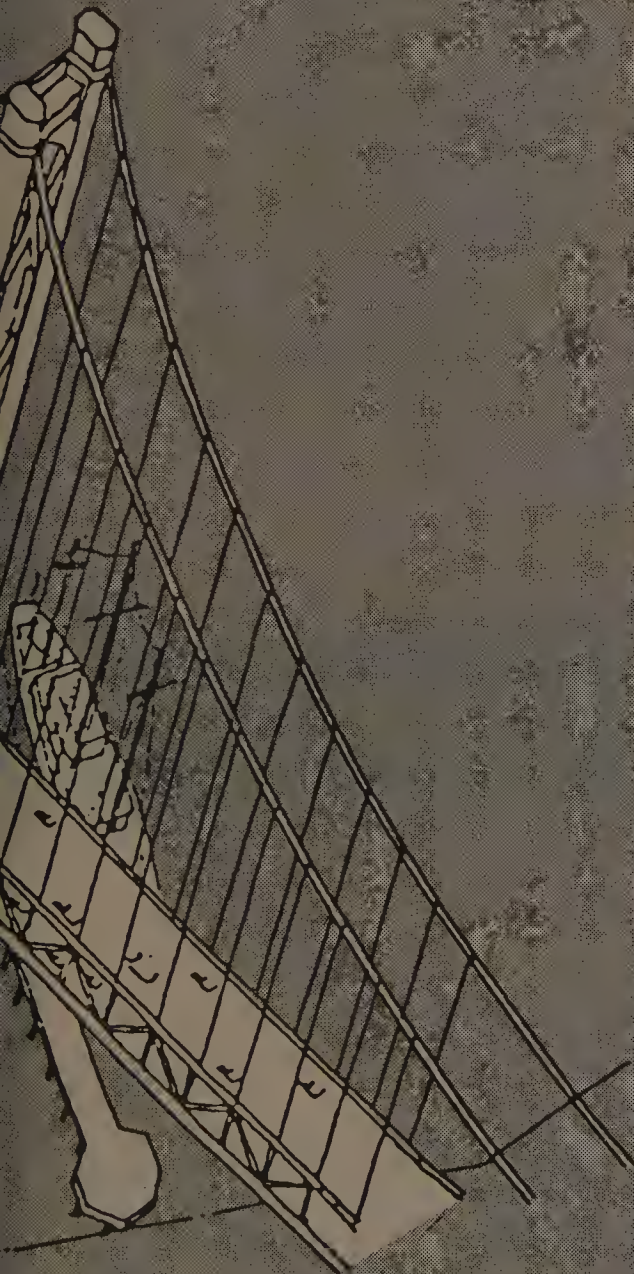
tide churns

If it were true, they could generate electricity with the amount of chewed-off fingernails around this place. You see, the highest tides of '89-'90 have or will occur in November, December and January. Fortunately, scientists have debunked the theory, as well as a similar one that blamed underground nuclear testing hundreds of miles away in Nevada for the October temblor.

With that news, high tides once again assumed only academic interest for anyone but sailors and grunion. The former,

SAN FRANCISCO SAILING CENTER

(Proposed hotel in dark gray)



shrimp boat attack — cont'd

damage to his boat more carefully.

Seeing that water continued to rapidly pour into the boat, he and Donna went on deck to drop the sails. It was a difficult job as lines were tangled and snagged, including jib sheets jammed under a crushed section of deck and toerail. The torn genoa was flapping and difficult to bring down as the damaged rudder made it impossible to bring the boat into the wind.

With rugs and blankets jammed into the big gash, the bilge pumps were finally able to keep up with the inflow of water. *Yellow Bird* was no longer in immediate danger of sinking and with rescue boats less than half an hour away, the Thalers began to feel a little more secure.

The Payne family — Jim, his wife and son James — aboard *Bountiful*, were the first to arrive. Despite the considerable danger, Jim and James lowered their dinghy into the rough waters and motored over to the tossing *Yellow Bird*. The two stayed aboard for several hours, during which time Mrs. Payne (sorry, we didn't get her first name) operated *Bountiful* alone. Eventually, Jim and Joseph were able to get *Yellow Bird's* rudder operational. At that point, *Rosel'l* and *Morning Star* were thanked and released, continuing on to Mazatlan. *Bountiful* graciously escorted *Yellow Bird* back to La Paz, contacting the U.S. Coast Guard along the way. They in turn contacted the Mexican Coast Guard, which also escorted *Yellow Bird* the last few miles into La Paz.

Joseph Thaler feels it was criminal for the shrimper crew to depart the scene with *Yellow Bird* and her crew in an obviously perilous situation. He wants to see a reasonable effort made toward apprehending those responsible, something that has not happened to date. *Yellow Bird* is scheduled to be hauled out in La Paz soon. Repairs are expected to take six months. The Thalers have told other cruisers that they plan to resume their travels once the boat is seaworthy again.

While Thaler apparently believes the shrimper was under autopilot when his boat was rammed, Mexican shrimpers have, on at least one occasion in the past, chased and rammed a private yacht. The last instance we remember was about ten years ago off the west coast of Baja when a boatload of drunken shrimpers chased a Peterson 44 owned by a member of the Oakland YC, ultimately imbedding the shrimper's bow into the fiberglass cutter's hull. When onshore and sober, the Mexican captain was asked to explain his behavior. He just shrugged.

The most recent clearly intentional anti-yachtie attack occurred in the mid-80's when two Mexican thieves stabbed Bob Kavani to death aboard *Anak* and sadistically murdered Bob Pugh of *Matani Vahini* during a crazed and drunken spree in Turtle Bay.

our two cents worth

The treachery inherent in the date December 7 will be etched forever in the American consciousness. Judging from the hue and cry that arose last month, December 11 might also be perceived as a day that will live in infamy, at least local infamy. That was the day the San Francisco Port Commission voted 3-1 to approve the Koll and Bressie Companies' "San Francisco Sailing Center" plan, which would turn the now dilapidated Piers 24 and 26 into a world-class international yachting center. Or, if you prefer, the day the Commission rang the death toll for the waterfront, which will now become a cancerous tumor of hotels destined to hasten the demise of our once great city and probably western civilization as we know it.

Okay, so that's a slight exaggeration. But a lot of people were really upset about this. Frankly, we're in the dark as to why. As far as we can tell, when taken in the context of the whole proposal, the hotel makes perfect sense. Not to mention that the proposal as a whole is a clear winner both for the Port, the City and the local sailing community.

To back up a bit, and give credit where it's due, several years ago Sausalito's Bob Scott and the late Tom Blackaller came up with the idea to build a banner, headline kind of place to host both local and international sailing events. Piers 24 and 26, located directly underneath the western terminus of the Bay Bridge, were a natural choice — they were centrally located for both land and

cont'd next sightings page

our two cents — cont'd

waterborne traffic, close to both the central Bay and downtown, and had been lying all but dormant for about a quarter century. The Port, which oversees the San Francisco waterfront, liked the "Gateway Pacific Plan" a lot. So did then Mayor Dianne Feinstein. But when the new City administration came in, they decided to put out a request for alternate proposals.

The two primary objectives of that request, issued in January of last year, were: "1) To establish a commercial maritime center that highlights the importance of the boating industry and provides industry services and products for sale and practical application and, 2) to bring people to the waterfront on a regular basis, to see, experience and understand boating and related activities." The latter, the Port clarified, "means that the yachting center should attract a larger audience than the typical marina where visitors are only passive observers of routine boating activities." Three proposals were submitted. In addition to Gateway Pacific, they were the International Maritime Center proposed by the development firm of Hare, Brewer and Kelley; and the San Francisco Sailing Center (SFSC), submitted by Koll/Bressie.

Simply stated, the Koll/Bressie plan won out on December 11 because it best met those objectives. SFSC offers twice the berthage (107 slips; 1,200 feet of guest dock) and twice the public access space (130,000 square feet) as either of the other two plans. The Port also felt it offered the best protection (Pier 24 would be replaced by a breakwater); best presentation (buildings in the other two plans would block the land view); and best access (the public areas would be accessible 24 hours). Finally, the Commission's opinion was that the SFSC placed the strongest emphasis on sailing and yachting of the three proposals, which is one of their ultimate goals for the whole waterfront. (Though the Port claimed that "(financial) return would not be an overriding factor", it's worth noting that the Koll/Bressie plan will also generate the most yearly revenue of any of the three plans — more than \$500,000.)

Facets SFSC shared more or less equally with the other plans were a sailing school, maritime museum (possibly with historic ships based at facility docks), conference center, exhibition hall, parking plan, and office and retail space.

The one major difference was the hotel. Opposition to it came from environmental groups, the Residential Builders Association, labor leader (and lone dissenting Port Commissioner) Jimmy Herman, and of course supporters of the other two plans.

As we said, taken in context, the hotel makes perfect sense to us. If San Francisco ever does attract world-focus sailing events on the caliber of the

tide

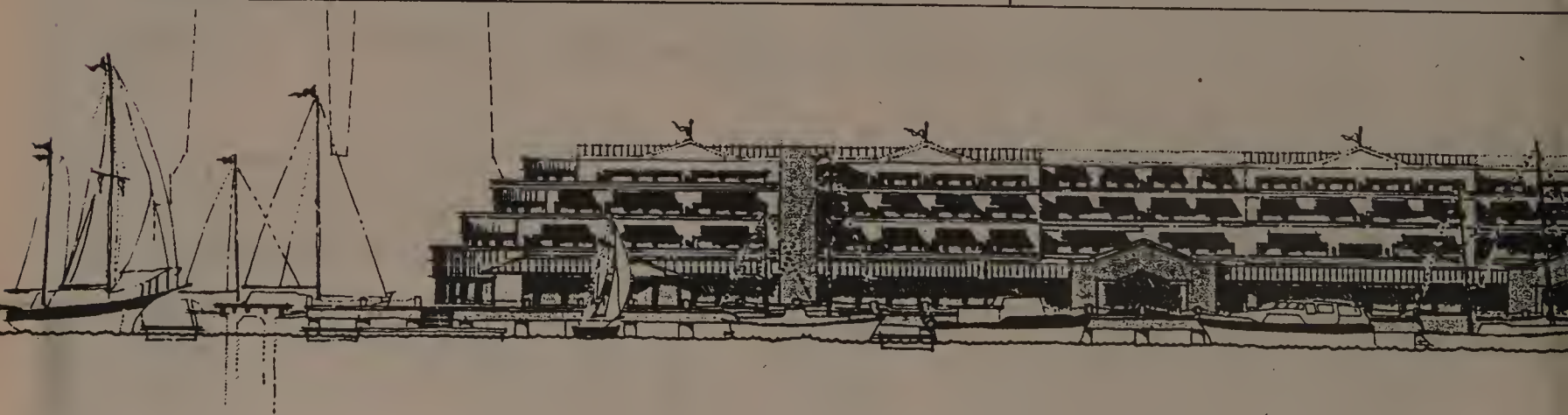
especially, would do well to keep their eyes and tidebooks (if 1990 ones ever come out — ahem, ahem) open and their charts handy



if they're planning to go out the weekend of January 6 and 7. The tide those days (and the week following) will go through nearly a 9-ft cycle. The "max" day is Wednesday, where it ranges from +7.1 feet at mid-morning to -1.4 feet around 5 p.m.

That could easily inhibit movement of some deeper-draft vessels through shallow areas in the afternoon hours. Naturally, this will be accompanied by some of the strongest current action of the year — 5.4 to 5.6 knots of ebb during the afternoons of all four days. With rain and runoff, those ranges could be even more extreme. So watch what you're doing if you're out there.

While we're on the subject of celestial happenings (the moon and sun cause the tidal cycles, in case you didn't know), the winter solstice occurred on December 21.



America's Cup or a stop on the Whitbread circuit, it only makes sense to house the crews, media and support people right at the facility. The rest of the time, we don't have any problem with a hotel located at the Bay's premier sailing center. What better way for both local and out-of-towners to see a little of why San Francisco already is a world-class sailing area. For those who already sail, there's the possibility of the place seeing use as a "boatel", where you can sail over, tie up and get a room for the night.

And come on. One bloody hotel isn't going to ruin the waterfront. Nor does

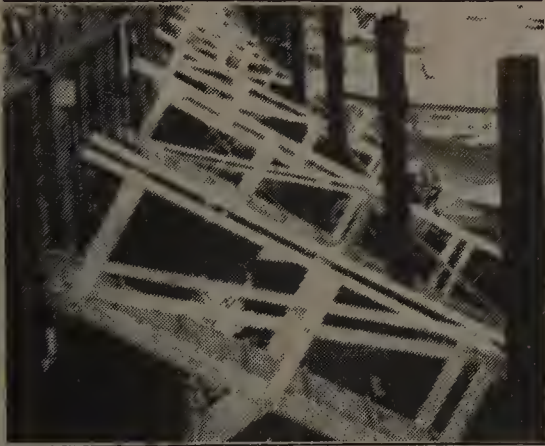
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deja vu

The astute among you are going to notice a difference in our February issue immediately — there's nothing current in it except for the *Calendar*. Instead, we've decided to dedicate the issue to *Latitude's* "Greatest Hits of the '80s": stories about

— cont'd

That means the sun has reached its southernmost apex, and will begin moving north again, making the days longer.



And finally, it has nothing to do with sailing, but we found the following a pretty interesting correlation. Seems this fellow in Santa Clara has made a study of newspaper classified sections published around the time of earthquakes. In doing so, he noticed that a few days before one would happen, the number of lost dogs and cats in the "lost and found" columns would increase dramatically. In fact, based on this phenomenon alone, he's alleged to have predicted the October earthquake, even saying that it would be at least a 7.0 on the Richter! How did the establishment respond to this revelation — which incidentally beat the best all those esteemed seismic laboratories could do by light years? His supervisor fired him with the admonition "not to scare people anymore."

our two cents — cont'd

the approval of this hotel give free rein to every Tom, Dick and Hyatt who wants to high-rise the waterfront to death. "That's never going to happen because the Port doesn't want it to happen," says Port spokeswoman Wendy Iwata.

Besides, as you can see from this artist's rendering, the proposed SFSC hotel is hardly a skyscraping monstrosity. The four-story, 170-room facility depicted here is not going to take up any more "Bay view" than the current abandoned warehouses on Pier 26, and it will sure look about 10,000 times better.

Obviously, none of this is going to happen overnight. Approval by the Port Commission simply authorizes the Port of San Francisco to enter into exclusive negotiations with Koll/Bressie. Before the first shovel is turned on site, there will be volumes of permits, months of environmental review and reams of red tape to shovel through. If all goes well — and with supporters like the BCDC, NCMA (Northern California Marine Association) and San Francisco Chamber of Commerce, it could — the SFSC's first big extravaganza could be to host to the West Coast Columbus' quincentennial celebrations in 1992. If not — and with detractors mobilizing to have the hotel issue put on the next ballot, it might not — well, it could take a lot longer.

We say, you pays your money, you takes your chances and may the best plan win. Now that it has, let's get on with it.

the rebirth of 'apache'

These days, the mention of composite construction conjures up visions of carbon fiber, exotic honeycombs, Nth generation resins and so on — of which fiberglass is often the most primitive component. The synergy of building this way is a strength and lightness that, like some alloys, can be greater than the sum of the parts.

But as Ron and Chris Romero — or more accurately, their schooner *Apache* — can attest, the practice of combining widely different skills and materials in boat construction is hardly new. Back in 1925 when *Apache* was being built at Bath Iron Works in Maine, composite construction meant the oak frames and deck beams were supported by individually-cast iron floors and knees; and the mahogany planks were attached with copper rivets. Then, as now, this "best of both worlds" building method resulted in a boat that has remained tremendously strong and trouble free for more than half a century.

That's only one of many things Ron and his son Chris have grown to

SAN FRANCISCO SAILING CENTER HOTEL — PROPOSED



or what?

people and events that helped shape the decade in sailing. Or, what the heck, just ones we got a kick out of doing.

All the stories will appear exactly as they did originally, which means the typeface may
cont'd center of next sightings page

appreciate about schooners in general and *Apache* in particular. In fact, in the year they've owned the boat — their first ever big boat — they've become dedicated schoormen down to the omnipresent sawdust in their hair and caulking residue under their fingernails. This despite the fact that Ron says he never considered schooners, or anything made of wood, back when he first started looking for a boat.

"I started out intending to buy a new boat, and was seriously considering a Freedom 39," says Ron, a sheet metal worker by trade. But along the way, he

cont'd next sightings page

SIGHTINGS

apache — cont'd

fell in with Eddy Weinberg, Dennis Martin (owner of the Sausalito-based schooner *Henry Rusk*) and other members of the not-so-small fraternity of West Coast schooner buffs. Before long, he says his whole perspective changed, and he soon found himself looking for "a boat with some history to it." He found her one day moored at Southern California's Terminal Island.

cont'd next sightings page

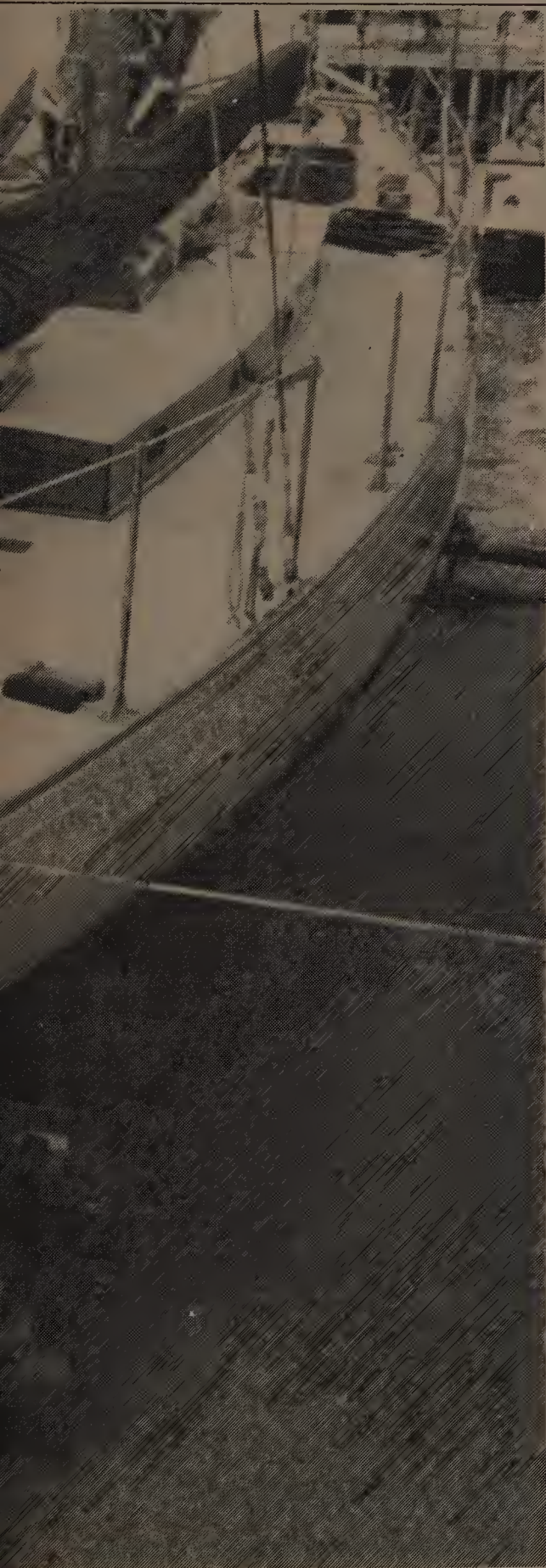
deja vu?

appear to change from story to story. Look forward — or backward, if you prefer — to rereading such *Latitude* classics as the "82 Clipper Cup", "Sgt. Schultz's Wild Ride", "Lighthouses of the Bay", "Trying to Reason with Hurricane Season" and the first-ever Max



— cont'd

Ebb. To make room for the maximum amount of *deja vu*, we've put all *Sightings*, *Changes*, *Chartering* and *Racing Sheet* columns on hold for the month. *Letters* will run, though they, too, will be among the best cont'd center of next sightings page



apache — cont'd

"At that time, the boat was named *Diana*, and she was in pretty sad shape," says Ron. "She'd been just sitting there for two or three years." Ron and then 17-year-old Chris looked her over from keel to truck and consulted. "I told Chris that this was too big of a project for me to do alone. I'd consider buying the boat only if he'd commit to helping bring her back. He just said, 'Let's do it.'" Their as-is, no-survey offer was accepted on the spot.

From that day, *Apache*, renamed for the '60s instrumental and some Indian friends of Ron's, has been a flurry of activity. Bringing back some neglected wood boats can be as time-consuming as building a new one, but as mentioned *Apache* turned out to be amazingly sound for her age. She even had her original masts! Aside from a few sistered frames — and quite a bit of mechanical overhaul to her engine and other systems — it didn't take long to bring her up to survey. That work was done in San Pedro. Ron and Chris sailed her north to her new home on the Bay to finish the restoration.

Like most owners of older boats, the Romeros have dived into the genealogy of the boat with the same enthusiasm that's driven them to put in weeks of after school/work time, as well as 14 to 16-hour "vacation" days on the project, including a recent haulout during which the accompanying photo was taken. Among other tidbits, they have found out that *Diamond W* (her original name) was one of 16 identical Cox and Stephens-designed "knockabout" schooners built as a racing class in the early '20s. Only five or six are left, *Apache* being the only one on the West Coast. The knockabouts were 58 feet overall, with a 12-ft beam, 8-ft draft and a displacement of 14 tons. Someone among *Apache*'s nine previous owners added both a bowsprit and boomkin to the boat, bringing her LOA to 68 feet. Then, as now, she is rigged as a staysail schooner with a marconi main.

Father and son continue to learn as they go with the boat, figuring out only recently why, before recaulking, the seams that let in the most water were those near the waterline rather than the traditional trouble spot, the garboard plank (the one nearest the keel). "We finally figured out the reason was those iron floors," says Ron. "Apparently, they make the basic structure so rigid that it doesn't 'work' like a regular wood boat until you get above the floors — which end right at the waterline!"

When they look back on it, the last year sometimes seems like a blur of renovation, learning to sail, reviving the boat's racing heritage in May's Master Mariner classic and so on. As the boat nears completion — or as near completion as any old woodie ever gets — Ron and Chris hope to use her more. They're even considering running some evening dinner cruises to help offset expenses. (In addition to Eddy Weinberg, Ron extended special thanks to brightwork specialist Jacqui Correll and Sausalito Drydock's Dave Barrett for helping bring the boat to her current state.) For now, though, as the sun sinks behind the hills and the reporter turns to leave, Ron and Chris turn back to sanding. "It's been a lot of work," says Chris. "But it's worth it."

the 1990 crew list

1990. Can you believe it? Seems like only yesterday we were stuttering along with the *Who's My Generation*: "Hope I d-d-d-die before I g-g-get old" — old in this case being anything over about 22. Now here we are, still-young rock-and-rollers in middle-aged bodies wondering why we should trust anybody *under* 30. We'll chalk it up to maturity that we seem to spend as much time looking back as forward as the big nine-oh approacheth. On the other hand, we're pretty excited about the new year and decade ahead, too, with it's squeaky clean promise of new opportunities, new adventures and, who knows (wink, wink, nudge, nudge), perhaps the realization of your dream to finally get into some *serious* sailing.

Welcome to the 1990 Crew List, the first Crew List of the rest of your lives.

As you can see, whether it's cruising, daysailing or racing; whether you own the boat and are looking for crew, or are looking for a boat to crew on; whether you want to boat-swap or co-charter; whether you have tons of experience or no experience — the possibilities are limitless.

But before we get into this field of dreams, you're required to take a quick inoculation of reality. Trust us, it will only hurt for a second: The *Latitude* Crew

cont'd next sightings page

crew list — cont'd

List Advertising Supplement is for informational purposes only. *Latitude* does not make or imply any guarantee, warranty or recommendation in regard to the character of any of the individuals participating in the Crew List, or the

I AM/WE ARE LOOKING FOR CREW TO RACE ON MY/OUR BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

ADDRESS _____

BOAT TYPE/SIZE: _____

I/WE PLAN TO RACE

- | | |
|--|---------------------------|
| 1) _____ Bay | 2) _____ Ocean |
| a) _____ Handicap | 3) _____ 1990 Pacific Cup |
| b) _____ One design | 4) _____ Catalina Race |
| c) _____ YRA season (2-3 weekends/month) | 5) _____ Mexican Race(s) |
| d) _____ Specialty events and/or occasional YRA (1-2 weekends/month) | |
| e) _____ Anything and everything (every weekend through Sept.) | |

I/WE WANT CREW

- 1) _____ That will consistently put out 100% for the chance to get experience, and won't complain when cold, wet, bruised or scared silly.
- 2) _____ With at least one full season of racing experience.
- 3) _____ With more than three years experience.

I/WE RACE

- 1) _____ Beer cans casually for relaxation.
- 2) _____ Pretty seriously. Why else make the effort?
- 3) _____ Very seriously. I don't like to lose.

condition of their boats. You must judge those things for yourself.

Don't you sometimes hate reality?

If you're still hanging in, fantastic! We can say honestly that in the seven or

HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

- 1) _____ Single to take singles out
- 2) _____ Couple to take couples out
- 3) _____ Singles, couples or small groups okay, but leave any kids home
- 4) _____ Kids okay as long as you can control them

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

ADDRESS: _____

eight years we've run our Crew Lists (the other, the Mexico Only Crew List, runs in the fall), out of literally thousands of people who have taken part, we are aware of only one potentially serious incident to arise from someone who

cont'd next sightings page

deja vu?

from the archives.

We're doing this for a number of reasons. First, it seems like a great idea. Working on the project in between everything else these past couple months, it's been a real kick reading the oldies but goodies and reliving those times gone by. Secondly, a lot happened in sailing in the '80s, and we felt like a "medley" of original articles was the best way to put it all in the proper perspective. Thirdly, all heartthrob,

ralph and

Ralph Beauregard is one of those guys who, at 77, has the mental sharpness and enthusiasm of a youngster. When he combines that elan with 65 years of racing experience on the Bay, he becomes a fearsome competitor. In the 17 years he's campaigned his Pearson Triton sloop, *Rascal II*, Ralph has never finished worse than second. This past season he ended up first for the fifth time.

In the race of life, Beauregard admits the years are beginning to catch up. Once 6' 2", he says he's shrunk down to about 6 feet now. There are days when he really feels his years, but his hand remains steady on the tiller and his longtime crew members know their jobs. Heading the list is his son Richard, who Ralph calls "the secret of my success."

"He runs the foredeck and acts as crew chief," says the skipper.

Beauregard's sailing roots date back to 1915. He grew up in Sausalito and started sailing his own model boats in Richardson Bay. He and his cronies would follow the little craft in skiffs and tack and jibe them around their race courses. According to stories he heard later from his family, one of his first big-boat sails was across the Bay in 1915 aboard the 73-ft schooner *Lady Ada* to visit the Pan Pacific Exposition in San Francisco. *Lady Ada* was owned then by Isadora Zellerbach of the paper family. In 1924, he started crewing on the S-Boat *Ruby*, as well as R-boats, Stars and the *Lady Ada*. His hangout was the Madden and Lewis boatyard, then one of the centerpieces for boatbuilding in the Bay Area.

In 1933, he left for Stockton, where he spent 20 years working his way up from helper to plant manager for Fibreboard Corporation. His sailing continued aboard a Lapworth 36, a Voyager and a Rhodes-designed Windward, all of which he campaigned on the Bay. In Stockton, he owned a 22-ft 4-Meter sloop, which was the boat to beat although, as Ralph puts it, "Those farmers up there are pretty good sailors."

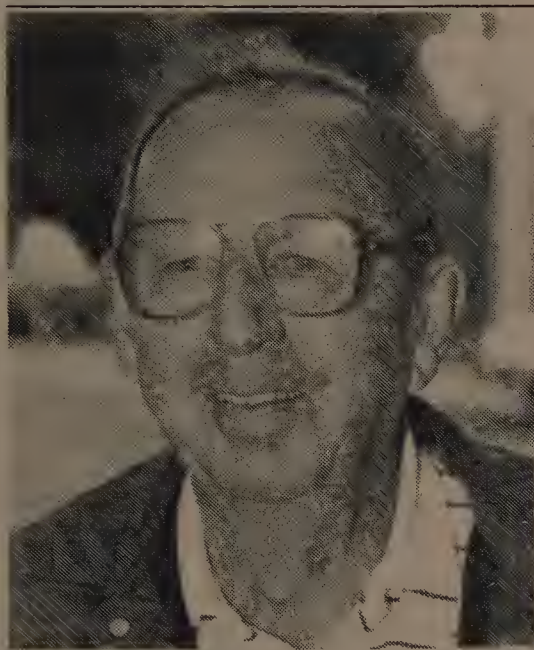
In 1959, Ralph returned to the Bay Area and bought the fiberglass Triton in 1964. Fleet racing was active in the 1970s, with more than two dozen Tritons hitting the line each race.

— cont'd

fastlane, ultracool superstars put out at least one "Greatest Hits" album, so it was only natural for us to follow suit. And finally, after 13 years and 151 issues of nonstop fun, we need a break. We realized this when we started laughing at our own jokes — about three years ago.

Hope you enjoy reading it as much as we did putting it together. Regularly scheduled programming will resume in March.

rascal



Ralph Beauregard.

Among Ralph's cohorts were future champs in other classes, including Frank Hinman (Newport 30), Gerry Brown (Newport 30) and Eric Warner (Islander 36).

In 1977, after toughing out a wet midwinter race off Crissy Field, Ralph contracted pneumonia. Things got worse when x-rays showed spots on his lungs. Originally thought to be cancer, the malady turned out to be a fungus called Valley Fever. It was still serious enough to cost him a lung, and to keep him off the water for the next five years. In the two seasons he's sailed since then, 1983 and 1989, *Rascal II* won the overall crown each time.

One of the oldest active racers on the Bay, Beauregard has seen sailing progress from gaff rigs and cotton sails to the modern configurations and materials. He doesn't miss the gaffers, and prefers the current emphasis on boat and sail handling. What he did like about the old days were the long race courses.

"We'd start off the Cityfront," he recalls, "round Crissy, then sail down to the Goat Island Shoal (now Treasure Island) and up to Southampton Shoal. The last leg of the 14-mile

cont'd center of next sightings page

crew list — cont'd

used the List taking advantage of someone else. (That incident is the sole reason we're now required to run the above disclaimer). The rest of the stories can and have filled many pages of *Latitude*: dream cruises, increased skills,

I/WE WANT TO CREW
ON A RACING BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

ADDRESS: _____

I/WE WANT TO RACE

- | | |
|-----------------------------|-------------------------------|
| 1) _____ Bay | 4) _____ Catalina Race (July) |
| 2) _____ Ocean | 5) _____ Mexico (November) |
| 3) _____ Pacific Cup (July) | |

I/WE PREFER

- | | |
|------------------------------|---------------------|
| 1) _____ Boats under 30 feet | 3) _____ Dinghies |
| 2) _____ Boats over 30 feet | 4) _____ Multihulls |

MY/OUR EXPERIENCE IS

- | |
|---|
| 1) _____ Little, less than one full season on the Bay |
| 2) _____ Moderate, two full seasons or more, some ocean |
| 3) _____ Mucho, years and years, bunch of ocean |

I/WE WILL

- | |
|--|
| 1) _____ Help with the bottom, do maintenance — anything! |
| 2) _____ Play boat administrator, go-fer |
| 3) _____ Go to the masthead to retrieve the halyard at sea |
| 4) _____ Navigate, I've got lots of experience |
| 5) _____ Do foredeck, I've got lots of experience |
| 6) _____ Do grinding, I've got muscle |

long-ranging opportunities, new friends — even a few marriages. Okay, so we're a little biased.

Here's how the Crew List works: simply fill out the form(s) that apply to you

WANT TO JOIN OTHERS
FOR CASUAL DAYSAILS

I/WE ARE:

- | | |
|--|---|
| 1) _____ Single | 4) _____ Would like to bring kids |
| 2) _____ Couple | 5) _____ Going sailing to escape the kids |
| 3) _____ A group of _____ (state number) friends interested in sailing | |

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

ADDRESS: _____

— legibly, if you would be so kind; we flunked hieroglyphics — and return them to us with the modest "entry fee." These are \$5 for people wanting to

cont'd next sightings page

crew list — cont'd

crew, co-charter or daysail on someone else's boat; and \$1 apiece for boat owners (racers, cruisers or daysailors) and boat swappers. The reason for the fees is to minimize the 'flake factor' in the Crew List — nonserious people

I/WE WANT TO CREW ON A CRUISING BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

ADDRESS: _____

SAILING EXPERIENCE

- 1) _____ None. But I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, become seasick, get mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) _____ Some. At least 20 sails on the Bay, while being active and suffering the normal cuts, bruises and hollering
- 3) _____ Moderate. Several years active crewing on the Bay or at least one trip to Southern California
- 4) _____ Lots. Several long ocean passages

I/WE WANT TO CRUISE

- | | |
|--|--------------------------------------|
| 1) _____ Locally, around the Bay and Delta | 6) _____ Caribbean |
| 2) _____ Southern California this summer | 7) _____ Mediterranean |
| 3) _____ Mexico this fall/winter | 8) _____ Anywhere warm |
| 4) _____ Seattle and Alaska this summer | 9) _____ Petaluma in a pick-up truck |
| 5) _____ Hawaii and the South Pacific | |

I/WE CAN OFFER

- 1) _____ At least a month of shared expenses
- 2) _____ Mechanical skills: engine, electronics, refrigeration
- 3) _____ Elbow grease for bottom work, varnishing and other upkeep
- 4) _____ Cooking and cleaning skills
- 5) _____ Ornamental skills. I look good in a bikini
- 6) _____ Mental skills. I may not look like a playmate, but I don't think like one, either

who send in forms just for the hell of it. The reason boat owners pay the least is that they ultimately spend the most. And please, only one form per person or couple. If you need more, xerox them.

For our part, we will publish the names, phone numbers and a brief overview of skills and desires of everybody who sends in a form. For the "need for speed" crowd, the Racing Crew List will come out in the March issue. That gives you plenty of time arrange a compatible boat or crew before the racing season begins in April. To meet our deadline, you racers have until **February 15** to get your completed forms in. There ain't a whole lot sacred around *Latitude*, but even we don't mess with printer deadlines.

The Boat-swapping, Cruising, Daysailing and Co-chartering (good heavens, that's 'BCDC'!) Crew List will be published in the April issue. To meet that deadline, those sailors must have completed Crew List forms to us no later than **March 15**. Beware the Ides if you don't. Whatever your deadline, we strongly recommend getting your form in as soon as possible.

All Crew Listees are automatically invited to our Crew List Parties, which will be held sometime in April. We'll let you know the particulars when we firm up times and places.

You old Crew List pros can dive on in. We'll close this installment with some tips for beginners.

- 1) Women should use first names only, and when possible, a post office box

cont'd center of next sightings page

ralph and

course was a beat back to Crissy and then we'd finish downwind. Even if you were behind at Southampton, you could catch up on the beat. That leg really separated the men from the boys."

Retired from work for 14 years, Ralph still does most of his own maintenance aboard *Rascal II*. His son and the rest of the crew, which includes Mike Ryan, Chris Masters and

loomings:

It may seem strange to talk about a race to Hawaii at this time of year. Personally, we'd like to be in Hawaii or anywhere else warm right now, but the thought of sailing there seems just a touch premature. However, for those planning to take part in the two Hawaii races scheduled for later this year, the West Marine Pacific Cup and the Singlehanded TransPac, things are already beginning to heat up. Although these 2,000+ mile races take only one to two weeks of downwind sailing to complete, they require months of pre-race planning and preparation.

We'll have more on June's Singlehanded TransPac (and July's Catalina Race, the third major 1990 ocean race starting in San Francisco) in future issues. This month, though, we'd like to focus on the Pacific Cup. Once regarded as a pretender to the throne of the TransPac (the odd-year granddaddy of West Coast racing which just completed its 35th running last year), the 10-year-old Pacific Cup has come a long way, baby. In fact, if predictions are correct, the 50 boats that hit the line (on staggered starts over the week of July 2-6) in the Pacific Cup's sixth running will surpass the TransPac in attendance for the first time in history.

A short look back is the best way to illustrate the wide appeal of the Pacific Cup. First held in 1980 as the Kauai Yacht Race (sponsored by the Ballena Bay YC), the race had 32 finishers and its first official record, 10 days, 4 hours, set by the venerable Lee 67 *Merlin*. *Merlin* came back every Pacific Cup thereafter (except for 1988) and, racing against everything from vintage 12-Meters to doublehanded ULDBs to heavy displacement cruisers, finished first and broke her previous record. Her current record of 8 days, 14 hours, 53 minutes, set in '86, was not broken in 1988 — but there was an upset. That year, on corrected time, the Pacific Cup was won overall by a Westsail 32.

There, in a nutshell, is why we like the Pacific Cup so much. There's something for everybody and it's truly never over until the fat lady hulas (that winning Westsail was one of the last boats to finish).

"We really want to impress upon people that this is not a race only for high-tech

rascal — cont'd

John Michaels, live as far away as Fresno, which makes for few practice sessions. Their experience more than makes up for it, however.

As for next year, Ralph doesn't know if he'll race again. "It's probably time for the kids to take over," he says.

— shimon van collie

the pacific cup

boats," says Pacific Cup YC Commodore Mary Lovely. "We've always had and encouraged a strong group of racer/cruiser type boats." Divisions include IOR for the hardball crowd, three or four PHRF divisions and a doublehanded division. Since the Pacific Cup attracts many out-of-the-area boats, the PHRF ratings are based on Northern California handicaps and a new-this-year downwind handicap formula to make everybody even more competitive.

At this writing, nine boats have formally entered. They include six from the Pacific Northwest, which always sends a healthy contingent — Ernie Jordan's *Sceptre 41 Lapuwale*, Peter Lange's *Buchan 37 Pleiades*, an unnamed Hunter Legend 35.5 entered by Jim Bankson and Gary Baillargeon, Ned Flohr's Barnett 46 *Tin Man*, George Austin's Caraff 38 *Ish*, and Colin Taylor's unnamed Yamaha 29.

Bay Area entries include Tom Tatum's Cal 35 *Shearwater*, doublehanders Nancy Daniels and Judith Edwards' C&C 35 *Perigail* (bound to be one of the most noticeable entries with its hot fuschia paint job), and *Secret of NIMH*, the Kent Greenough/Doug Teakell Express 37 that will be sailed by a crew from Club Nautique for their second year in a row. A fourth Bay entry had to withdraw recently because of the owner's health problems.

Those are confirmed entries. Unofficially, we're aware of at least a dozen more local boats who we've heard through the grapevine are going. For them and the other 106 of you who sent for race information packets, Mary reminds you that the entry fee goes up \$50, to \$550, after February 1. Entries will be accepted until May 1, but the limit is 50 boats, as that's all Kaneohe Bay can comfortably accommodate — so enter early!

For race entrants — or anyone interested in learning more about the WMPC — there will be a general information meeting at the Berkeley YC on February 12 from 7:30 to 9:30. You can come, ask questions, talk to other racers, maybe even find a ride if you want to crew. For more information on this meeting, call Pauline Halhaian at 462-9145.

cont'd center of next sightings page

crew list — cont'd

or answering service. In case you didn't catch the November issue, we interviewed a woman who had received more than 150 responses to her first crewing ads, and is up around 80 responses and still counting to her entry in

I AM/WE ARE LOOKING FOR CRUISING CREW

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (_____) _____

ADDRESS: _____

WHERE AND WHEN

MY/OUR BOAT IS A: _____

I/WE PLAN TO SAIL TO: _____

ON OR ABOUT THIS DATE: _____

I AM/WE ARE LOOKING FOR CREW

- 1) _____ That is male
- 2) _____ That is female
- 3) _____ Whose sex is irrelevant

MY/OUR CREW SHOULD

- 1) _____ Be willing to share basic expenses such as food and fuel
- 2) _____ Be willing to bust butt to prepare the boat
- 3) _____ Have more desire than experience
- 4) _____ Have lots of ocean experience
- 5) _____ Know celestial navigation, **really** know it
- 6) _____ Have mechanical skills for the engine, refrigeration, etc.
- 7) _____ Be unattached and unopposed to the possibility of a friendship blossoming
- 8) _____ Look good in a bikini
- 9) _____ Understand and appreciate Nietzsche

I/WE WANT TO BOAT SWAP

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (_____) _____

ADDRESS: _____

WHERE AND WHEN

My/our boat is a _____

I/we would like to boat swap with the owner of a similar boat in the _____ area.

I/we would like to cruise this area for about _____ weeks in _____ (month) of 1990.

the January 1989 Crew List — yes, last year's version of the one now in your hot little mitts. In case it doesn't go without saying, women should also be aware that not all lines you'll have to handle come from the rope locker. (That

cont'd center of next sightings page

crew list — cont'd

joke is from last year, too, but we still like it.)
2) Be as honest as you can in filling out the Crew List forms, and later when you talk to potential crew or boat owners. When in doubt over a category here,

I/WE WANT TO CO-CHARTER

NAMES(S): _____
AGE(S): _____ SEX: _____ PHONE: (____) _____
ADDRESS: _____

WHERE AND WHEN

I/we want to charter for _____ weeks in the
_____ (spring, summer, fall, winter) of 1990.

SAILING EXPERIENCE

- 1) _____ Little or none. I'll need a co-charterer to skipper and give me direction
- 2) _____ Moderate. I sail regularly and have chartered before. Prefer co-charterer of at least equal proficiency.
- 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper. Would be willing to co-charter with less experienced party.

I/WE PREFER TO CO-CHARTER

- 1) _____ Bareboat (we sail)
- 2) _____ Crewed (professional skipper and/or crew)
- 3) _____ With other couples
- 4) _____ With other singles
- 5) _____ A smaller (30 to 40 feet) boat with one or two other people
- 6) _____ A medium (40 to 55 feet) boat with four to six other people
- 7) _____ A large (60 feet or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER

- | | |
|------------------------------|----------------------------|
| 1) _____ San Francisco Bay | 5) _____ Pacific Northwest |
| 2) _____ Southern California | 6) _____ Caribbean |
| 3) _____ Mexico | 7) _____ Mediterranean |
| 4) _____ Hawaii | 8) _____ Other _____ |

err on the side of modesty. When it comes to talking to potential shipmates, we recommend to most people to just be yourselves. However, if you are normally a pathological liar, for God's sake, *don't* be yourself. Remember, you can't bluff your way onto a sailboat. If you don't know what you're talking about, someone who does can recognize it immediately.

3) We've edited the Crew List forms to get a little more information from boat owners than in years past. This is for the benefit of potential crew who may not realize the sort of time commitments involved in sailing. For example, in racing, an attitude of "Ho hum, I think I'll watch football instead of sailing today. They won't miss me." — is suicidal for a crewing position. In a normal season series, you'll be expected to arrive on time and in working order at least two weekends every month through September. Cruising time commitments should be pretty obvious, but even those going along for a daysail will quickly come to realize that "morning sails" quite often slop over into all-day affairs. If sailing was all that dependable, they'd never have invented engines.

4) It ain't heavy, it's the Crew List. With the various cautions and disclaimers outlined above, it may seem that the Crew List is really some thinly-veiled meat market where oversexed lounge lizards and mutant white slavers prey on unsuspecting readers. Not true. The only valley of death we know of in this life remains the Department of Motor Vehicles. As long as you stay out of there, eat right, and take a few chances now and then — like the Crew List

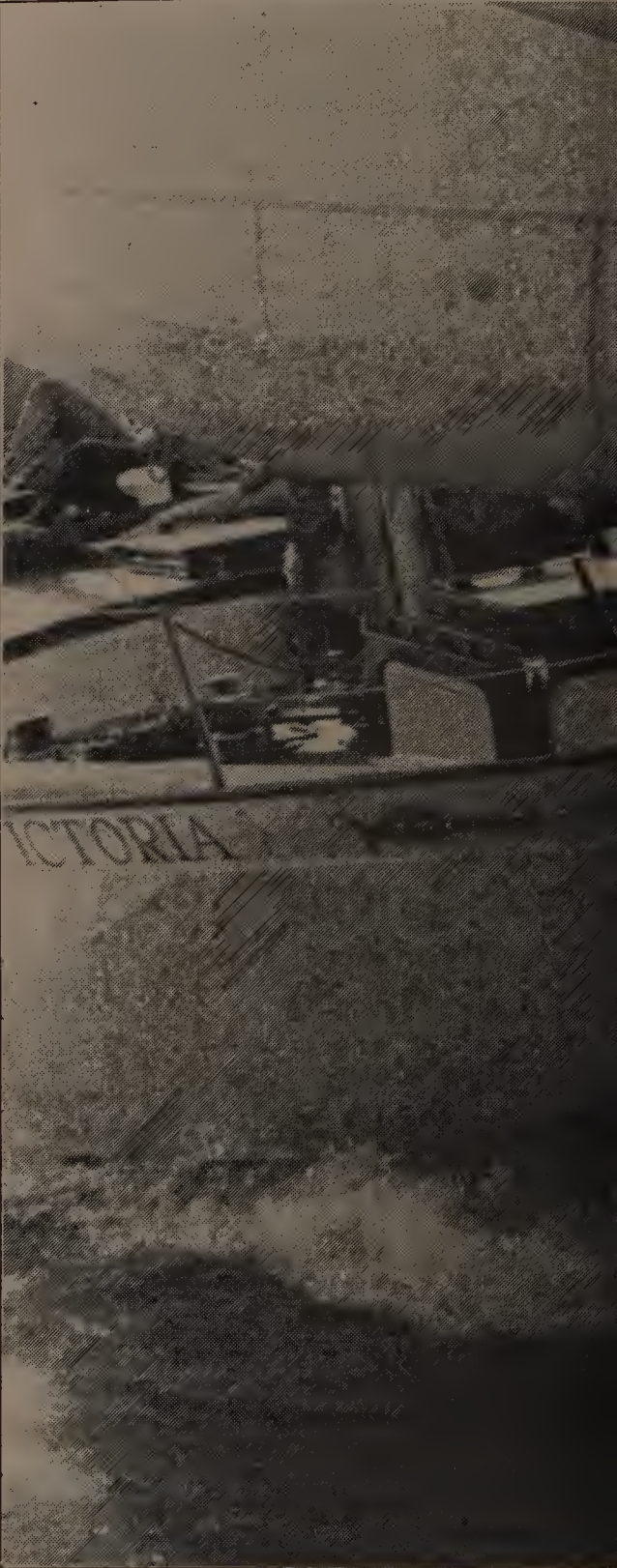
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pacific cup

Other dates worth noting: For Pacific Northwest entrants, there will be a one-day Pacific Cup seminar on February 24 at the Sobstad loft in Seattle. Call Keith at Sobstad for more on that one.

In Southern California, the seminar will be on March 3, most likely at the Long Beach YC (though that has yet to be confirmed). For more information in your area, call any West Marine.

In Northern California, there will be three seminars, on February 1, March 1 and April 5 (the first Thursday of each month if



— cont'd

that's an easier way to remember it). Covered in all seminars will be tactics, sail inventory, provisioning, crew preparation, medical emergencies, electronics, navigation and so on. For more information on these — or on any aspect of the 1990 Pacific Cup — call Mary Lovely at 750-2059, or Steve Kyle at (707) 778-6300 (w) or (707) 938-5958 (please, no calls after 9 p.m.) or Paula Halhaian at 462-9145.

We'll have more on the San Francisco's "Big Three" ocean races in upcoming issues. Until then, think summer!

crew list — cont'd

— we can almost guarantee that when you start looking back at this time of year, you won't have any regrets.

Love ya, babes. Now get out of here.

are we missing something here?

Marin County announced in December what sounds to us like a ridiculous tentative agreement in the longstanding battle between local governments and what they claim are illegally anchored houseboats in Richardson Bay. Under the terms of the "compromise" agreement, anchor-outs who sign up before January 31 will be allowed to continue to anchor out until 1993. In return, they must meet a few safety and sanitation criteria, pay a small monthly fee — and

cont'd next sightings page



Victoria at sea. Fun outside the Gate on Ticonderoga's sistership.

missing something? — cont'd

agree to drop their lawsuits against the city of Sausalito.

We don't have a crystal ball, but we think we can predict what's going to happen in 1993. The city and county will once again say the houseboats have to move, the houseboaters will all file new suits and the whole mess will revert to where it was some 15 years ago. Who would ever have thought the Brandenburg Gate would reopen before peace came to the Sausalito waterfront?

Many residents of the legal houseboat communities object to their illegal counterparts over issues of pollution, crime and parking. Their voices are bound to be heard before final adoption of the compromise agreement, scheduled for February 6. The plan must also be reviewed by the State Lands Commission and the BCDC.

5.5 is a 10

$$\left[\frac{L_R * \sqrt{S}}{12 * \sqrt[3]{D}} + \frac{L_R + \sqrt{S}}{4} \right] \leq 5.5 \text{ Metres}$$

where: L_R = length measured at a height of 82.5 mm above LWL + one bow girth distance difference [OL Q - (OV=OV) (165 mm MIN)] + one-third of the stern girth difference (234 mm MIN)

S = actual measured sail area (MAX 29.0 M, MIN 26.3 M)

D = actual displacement in cubic meters (MAX 2,000, MIN 1,700)

If your reaction to the above is "Oh, shit", don't worry, you're normal. It makes much more sense to just admire the boats themselves.

Yes, folks, dinosaurs are still alive and well in The Swamp (aka the Delta), where the last active fleet of 5.5-Meters is looking forward to another year of growth in 1990. Rumor has it that the Stockton Sailing Club will see as many as 10 of these traditional beauties on the line as (possibly) the club's premier Sunday Series one design fleet. Not bad for boats that are 25 years old.

Stockton's 5.5s are not the expensive International boats, but rather a rejuvenation of Columbia's 32-ft production fiberglass version. These were introduced to the Stockton Sailing Club in the early '60s by such revered people as Ray Drew (presently sailing the *Nonsuch Purrrfect*), Bill Chapman (presently with the *Swan Bones VII*) and Jim VanDyke who recently won the Bird Boat fleet championship for about the hundredth time. These shortly to be senior citizens really went at it in the Stockton 5.5's heyday, resulting in such timeless quotes as VanDyke's, "The rudder is too damn small to steer the boat, but it's the best brake ever designed."

Yes, 5.5s don't sail like masthead ULDBs, but they do point, and downwind in a blow, they can make crews go through underwear as fast as any IOR boat.

Sadly, 5.5 racing became *passee* at Stockton during the '70s. Rebirth of the present fleet began with the rebuilding of #37, Theo "Speed" Stephens' *Chaos*. Its subsequent success, with a little help from his friends, renewed interest in these lovely daysailors.

The torch was picked up by Mary and Gary Krietsch, who owned *Bandit*, #32. As a direct result of Mary's mail blitz, the fleet was reestablished. By dint of arm-twisting and, at times, outright badgering, Mary singlehandedly managed to coerce the necessary five boats per start to qualify the fleet for one-design status at SSC's Sunday Series once more. Rounding out the original "new" fleet were Bob Smith and Bill Humphrey's *Nefertiti* (#19), Rod Whitfield and Peggy Feakes *Us* (ex *Dos Amigos*, #27), and *Top Gun*, one of Jim VanDyke's boats skippered by Peter VanDyke.

During the following winter, these people, under the direction of Fleet Captain Gary Krietsch, managed to distill the International, Columbia and San Francisco Bay 5.5 Meter rules onto one workable rule, which at present is

cont'd next sightings page

dinghy

Dinghies can be contrary things. Unless the mother ship exceeds 40 feet, a dinghy is almost always in the way no matter where you stow it. If not, it means you're either towing — at some risk of losing it — or it's a deflated inflatable stowed below, which means you'll spend the better part of a morning getting it operational at your next anchorage. Then there's the old hard-soft controversy. Some folks swear by hard dinghies, even though they're often heavy, usually don't go very fast and are hard to get



ideas

in through surf. The inflatable crowd touts the lightness and planing abilities of their boats, but fall strangely silent when it comes to the pitiful rowing arrangement. And sooner or later, even the best of inflatables start to leak air.

With all those negatives it may seem unfortunate that dinghies are mandatory equipment on most cruising boats. Which may be why so many cruisers we've known put off the decision of what type (and size,

cont'd center of next sightings page

5.5 is a 10 — cont'd

known as the Stockton Sailing Club Columbia 5.5 Meter Rule. Since this is the only Columbia 5.5 Meter rule being sailed at this time, Stockton has become what you might call the world headquarters of 5.5 racing, notwithstanding *Pal Joey's* place of International 5.5 honor in Australia.

Unfortunately, there's nothing in the complex 5.5 equation above that will make one of these boats sail to its 156 PHRF rating up and down the ditch. After all, 5.5s were intended to sail Olympic or Gold Cup courses with lots of reaching legs. The funny thing, however, is that 5.5s are out there on the line for every race. This fleet just forgets the stupid rating, races against any other 5.5 on the course, and enjoys! At best, this may be the formula that rejuvenates club competition. At the least, it's controversial, and we of the

cont'd next sightings page



5.5 is a 10 — cont'd

Stockton fleet intend to keep it that way.

And speaking of equations, if that one at the beginning looked a bit imposing, here's one that will make more sense. At about 4,500 pounds displacement, a sound Columbia 5.5 Meter on the used boat market costs about same per pound as — beer! With a reasonable suit of sails and race ready, you can pick one up for between \$5,500 and \$6,500. Some owners, having consumed too much of said beer, are prepared to admit that they have well over \$20,000 in their boats. However, the fair market price still stands.

The bonus of sailing a 5.5 out of Stockton Sailing Club is about 35 dedicated friends who help you, harass you, laugh at you and with you, and convince you that sailing is still fun with a capital "F." You also get a shot at our resident rockstar, Jim Warfield (of sailmaking and El Toro fame). Believe me, if you can get close to Jimmy you know how to sail. By the way, Jim's local loft produces some of the quickest sails in the fleet.

If any of this strikes a chord, or you'd like to sail a 5.5 Meter, or if you're simply a believer in the maxim "sailing should be fun," call current fleet captain Peggy Feakes at (800) 344-1838. If you're a chauvinist and can't hack a lady, try Bob Docter at (209) 478-8121. If neither of those numbers work, try the Stockton Sailing Club at (209) 951-5600.

It must be obvious by now that I enjoy life among the dinosaurs. One of these days, I'm going to enjoy it even more when I beat Warfield, which I'm determined to do if it kills both of us.

— r.j. whitfield

EDITOR'S NOTE: A "high five" (or is it high 5.5?) to you pleistocene epoch sailors in Stockton. If there's one thing we can't stand, it's to see a once popular and still sweet design growing to the bottom of its slip. If there are any other older fleets attempting (or that have completed) reorganization, send us the particulars and we'll be glad to give you some free "airtime".

short sightings

YERBA BUENA — Don't call the Coast Guard, they're already there! In the middle of December, Coast Guardsmen underwent refresher training on firefighting techniques off their Yerba Buena station. This included setting a boat on fire so they could put it out. (Though the boat was a specially prepared vessel built to withstand repeatedly being set on fire, it looked genuinely grim each time.) The training was conducted by the Coast Guard's Pacific Area Training Team — coincidentally based at Yerba Buena — which travels all over the Pacific Area. In addition to firefighting, they provide additional/refresher training in first aid, stopping a boat from sinking and other emergencies. And this is no "Okay, just lay there like you got a broken leg" type stuff like we used to do in Boy Scouts (not that we're knocking it; it was good basic training). If you've never seen a full-pop military training exercise, don't eat lunch beforehand. Geez, the "victims" look like how the scores of bad guys in a Rambo movie always end up. We use that comparison because the so called "moulage" kits are very much like Hollywood special effects makeup. You can mock up burns, gashes and other wounds so convincingly that with a few moans from the "victim", you may want to skip eating altogether for a few days. The idea is to make the training look as real as possible to steel rescue personnel for the real thing.

ANGEL ISLAND — Two people escaped injury on November 29 when their 38-ft Chris Craft powerboat caught fire off Pt. Blunt. Charles Bryan and Andrew Holm abandoned the boat after its fire extinguishing system failed to contain the fire. They dinghied ashore, calling the Coast Guard on a handheld VHF. Two Coast Guard rescue boats, the fireboat *Phoenix*, as well as the tug *Chevron Richmond* and the ferry *Sonoma* responded. Efforts to quell the blaze, fueled by 300 gallons of gasoline aboard the Chris Craft, were unsuccessful. The boat burned to the waterline and sank in 20 feet of water 250 yards north of the Pt. Blunt Pier. The remains are presently marked by a red boat fender.

CHICAGO — Back in September, the International Marine Trades Exhibit & Convention (IMTEC) awarded the marine industry equivalent of the Oscar (the Immie?) to what they judged as the most innovative new products of 1989.

cont'd next sightings page

ideas

stowing arrangement, motor, etc.) of dinghy they're bringing as long as possible. Without previous experience, it's not an easy choice. Sometimes, it's simply a matter of choosing the lesser of two evils.

That said, we'd like momentarily to



Stowaway, unstowed.

switch the subject to mousetraps. Though nobody's come up with a different enough one to have new paths beat to their door, the same can't be said for dinghies. Pound for pound, sailors are as innovative as anyone in the "creature shop" at LucasFilm. Given enough time, we'll come up with solutions to almost any problem on a particular boat — including turning the shortcomings of dinghies into attributes. We offer the following two dinghy designs as proof.

Stowaway — Three Boats in One

This nifty dinghy is a nesting version of the 14-footer that's been in almost constant use aboard Michel and Jane DeRidder's 40-ft *Magic Dragon* since they built it in 1967. Though its size and carrying capacity has long been admired by other cruisers, because of its size, *Dragon's* dinghy was simply out of the question for a smaller boat.

A cruising friend on his third leaky inflatable finally talked Michel into designing a nesting version. The result was *Stowaway*, the prototype for this design.

Nesting dinghies are not new, of course, but *Stowaway* has several features that others lack. For beginners, it's simple and inexpensive to build. Materials consist of four sheets of 1/4-inch plywood, a couple 2X4s, miscellaneous fastenings and enough fiberglass and resin to glass the outside and coat the insides. A circular saw and drill are the only power tools you'll need, and no steam bending is involved.

The completed boat is really three boats, for both the bow and stern halves can be used as dinghies by themselves. Joined together (with a tang and pin arrangement),

— cont'd

Stowaway will do over 10 knots with a 5-hp outboard and two people aboard. An added bonus: with the Metzeler sailing rig from his inflatable plugged in (and a leeboard and rudder added), Stowaway's new owner found the boat sails well, too!

Nested, Stowaway consumes 7 1/2 by not quite 4 feet — less than an El Toro. Off the boat, it cartops easily and stows upright in a garage.

Plans for the Stowaway dinghy are available for \$50 from Michel DeRidder, 2725 Fremont Lane, Costa Mesa, CA 92626.

Sleeper — The Swiss Army Knife of Boats

Although its weight (130 pounds) will limit the practicality of *Sleeper* as a big boat tender, Derek Van Loan's clever design more than makes up for it in versatility. It's a sailboat, rowboat, speedboat, towboat, even overnight mini-cruiser!

Sleeper also uses 4 sheets of 1/4-inch plywood and not much else in its construction. In the plans, Van Ark supplies all the instructions needed, and no lofting, steam bending or forms are required in building.

The completed boat measures out virtually the same dimensions as the nested Stowaway. With centerboard up, the draft is a handy 6 inches. Down, *Sleeper* draws 27 inches. Van Loan reports it's a good sailor and will plane with the best of them under outboard power.

That's about where the similarities end, though. *Sleeper*, as one connotation of the name implies, actually offers interior sleeping accommodations in its diminutive 7 1/2 foot length. Of course, we're not talking presidential suite here, but Van Loan has overnighted with his kids at various local anchorages many times. (In lifeboat mode, where the occupants have abandoned the mother yacht, this feature would be particularly advantageous.) Even if you don't



Sleeper on a plane.

plan to ever sleep aboard, the little boat offers voluminous, lockable storage below and a self-draining cockpit above.

Plans for *Sleeper* are also \$50. They're available from *Sleeper*, c/o Epoch Press, P.O. Box 3047, San Rafael, CA 94912.

short sightings — cont'd

The winner of the International award, the ECPS Mapscan, was the only one applicable to sailing. Mapscan is an electronic chart plotting device manufactured in Holland. A thin, pressure-sensitive pad goes under a standard navigation chart enabling the user to plot a point instantly by touching the chart. The thing — it is waterproof, incidentally — instantly calculates and displays positions in latitude and longitude for up to 10 charts, and can also calculate bearing and distance between any two points. Runners up in the competition among 111 products submitted by 90 companies included the Anchor Meter, which measures how much rode has gone out; the DataScope, which combines the functions of a compass, rangefinder and chronometer into one hand-held instrument; and a miner-like head lamp made by a French company, which allows users hands-free inspection of sails and gear at night or in dark bilges.

COLUMBUS, OHIO — Two organic compound researchers at the Battelle Memorial Institute claim they have developed polymer compounds whose combination of mild toxicity and unique surface structure repel marine growth. The polymer can either be incorporated into the molecular structure of whatever is being built or applied as a coating. The researchers claim that their polymer coating will make traditional bottom paints, which are much more toxic, unnecessary. We're keeping our fingers crossed.

SHREVEPORT, LOUISIANA — That's where devotees of the class finally located the long-lost Snipe #1. They swapped a modern glass version for the old woodie, and plan to restore it to original condition. Because it's considered by many as the Volkswagen of sailing — first launched in 1931, the Snipe class made sailing affordable to the masses — the find is significant. The monthly *Snipe Bulletin*, whose bias can be forgiven this once, goes a step further, placing the importance of the find second only to the lost Ark of the Covenant. "This first Snipe may be the single most important one design boat ever launched!" they exhort.

PIER 39 — More than 15,000 multi-colored tulips (as in "Tiptoe through the") will be on display during Pier 39's "Tulipmania" March 3-18. No, no, we haven't merged with *Home and Garden* magazine. We're telling you this because a special feature of Tulipmania this year will be tour of the *Kanrin Maru* on March 8 and 9. The 216-ft ship is a replica of the first Japanese ship to cross the Pacific Ocean. That Dutch-built ship first docked in San Francisco March 17, 1860. The *Maru* is due under the Golden Gate on March 7, to be greeted by a gala contingent of official and recreational craft. If you're feeling particularly gala that day, call 981-8030 for exact arrival time — or for any other information on Tulipmania.

THE EMBARCADERO — We noticed that the Embarcadero Parkway project seems to be rolling forward again. On the drawing boards for 10 years now, the Parkway would transform the three-mile area from about Pier 24 up to Pier 35 into a "tree-lined symbol of the northern waterfront's switch from shipping to commercial recreation", as a recent *Examiner* article so aptly puts it. The \$310 million project would also feature a scenic boulevard, landscaped surroundings and tracks to extend the historic cable car route down its length. Scheduled to begin construction in 1991, the Embarcadero Parkway plan is currently on "pause" while Caltrans decides whether or not to repair or tear down the Embarcadero Freeway. With the latter choice, the scenic boulevard would also become much wider and more heavily travelled.

BETHEL ISLAND — Title this one "Burbs on the Berms?" Then remove the question mark if any one of several proposals to put housing developments on Bethel Island gets approved. There are currently four plans to install from 2,400 to 4,000 homes there and on the surrounding tracts. Nothing's been firmed up at this writing, and with approvals needed from 28 different state and local agencies as well as the Army Corps of Engineers, it's hardly going to happen tomorrow. Still, a number of different developers who have had their eyes on the area are finally trying to kick the machinery into motion. Residents have mixed feelings about the plan, which would increase the local population from its current 2,700 to about 10,000.

HALF MOON BAY — Ignoring the vehement protests of many residents, San Mateo County supervisors approved plans for a luxury hotel-restaurant complex at the edge of Half Moon Bay. Supervisors did, however, toss out the 75-foot tall fake lighthouse that was included in the original plans.

HIGH

As with everything we do, it started with the best of intentions. It sounded simple — we'd put together a year-end "best of" list, essentially expanding on the honor roll concept we pioneered last year in *The Racing Sheet*. You know, a little gift for future generations of Bay Area sailors to idolize and marvel over.

So, on the spur of the moment, we invited a few dozen of the Bay Area's foremost sailing authorities over to a meeting in our office's spacious wood-panelled conference room. We cracked open a few bottles of fine wine, and soon the room was filled with cigar smoke and heated debate. Almost

categories or limiting the listees to only last year. It was simply impossible for such global thinkers as ourselves to be constrained by such attention to detail.

Finally, the more categories we dreamed up, the more we realized how many important ones would probably be omitted. If you readers want to take exception to our "high fives" or add a few of your own, we'd be glad to run them in a future issue.

In the meantime, we leave you with a bunch of lists (hey, it was a lot easier than

FIVE hot boats last year

Bravura (Farr One Ton)
Leon Russell (Express 27)
Pearl (Olson 25)
Silver Bullet (SC 70)
Bon Compagnie (burned October 17)

FIVE top boats of the 80s

Scarlett O'Hara
Sidewinder(s)
Blade Runner
Great Fun
Bullfrog



immediately, it became obvious that we'd never agree on just one winner in each category.

To make a long story short, things went downhill from there. Eventually we abandoned all hope of organizing the lists into

writing another article) and five greetings of the season: Happy New Year, Feliz Ano Nuevo, Gwong Hay Fat Choy, Welcome to the '90s and Ho Ho Ho.

— *latitude/jr & rkm*

FIVE hot classes

50-footers
Sleds
International 14s
Etechell 22s
Mexico class of '89/90

FIVE records broken last year

Catalina Race (Winterhawk)
 New York-San Francisco (Thursday's Child et. al.)
 24-hour monohull distance (Fortuna; Leg Two of the Whitbread Race)
 Sailboard speed (Brad Duffy, 45 mph)
 Anything by Barry Manilow that we could get our hands on

Five great photos: 'Margaret Rintoul' in the '82 Clipper Cup. So good it counts three times.

FIVE boats that sank (or sunk boats found)

Pandemonium (N/M 68, August)
Falcon (Bird, May)
Boomerang (1/24, July)
Bismark (Battleship, May 1941)
White Cloud (schooner, Nov. '88)

FIVE hot MORA boats of the 80s

Light'n Up
Bloom County
Summertime Dream
Hot Flash
Sparky

FIVE memorable dismastings

Taxi Dancer (Big Boat Series)
Bravura (Fastnet Race)
Fisher & Paykel (Leg One of Whitbread Race; started as ketch, ended as sloop)
 The Big Green Water Tower (Richmond)
Flyer (Ultimate 30) — best dismasting photo ever?

FIVE notable boats for sale

Kialoa V (Frers 79)
Mongoose (SC 70)
Blondie (SC 70)
 almost anything with an IOR certificate
 all 12-Meters

FIVE dumb moves

Medicine Man's '89 TransPac finish
 38 Special (our photo boat) running out of gas and drifting over the windward mark in the middle of the Cal 20 Nationals
 The U.S. Women's Whitbread team after-the-fact badmouthing of American corporations for not sponsoring them
 Moving the GGYC midwinters to Saturday (stepping on the SCC series)
 Running out of beer in a midwinter race

FIVE great West Coast sailing events

Volvo Regatta
 Vallejo Season Opener
 Master Mariners
 TransPac (same as it ever was)
 Catalina (over before you start to smell bad)

FIVE great spots on latitude 38

Point Reyes
 Annapolis
 Athens
 Melbourne (okay, it's 38 south)
 Azores

FIVE enduring one designs

El Toro (50 years old)
Triton (prehistoric fiberglass)
Moore 24 (original pocket ULDB)
Etchells 22 (best competition on the Bay)
 All of WBRA (knock on wood)

FIVE hot juniors

Morgan Larson
 Forrest Fennell
 Pebbles Starr (Rock's daughter)
 Matt McQueen
 The Sih brothers

FIVE people who've given a lot back to the sport

Tom Allen (USYRU vice president)
 Bob Klein (Richmond YC)
 Paul Altman (USYRU rep)
 R.C. Keefe (StFYC)
 editors at sailing magazines

FIVE people who work hard and are grossly overworked and underpaid

Lauren & Sherry (YRA)
 Matt Jones (StFYC)
 most yacht brokers
 most sailmakers
 editors at sailing magazines

FIVE other sailing magazines worth reading

Seahorse
American Sailor
Sailing World
Ocean Navigator
Kazi (if you understand Japanese)

FIVE people we'll miss

Tom Blackaller
 Ben Mitchell
 Janne Gustafsson
 Bill Trask
 everyone who's moving up to Seattle



HIGH

FIVE great names for a boat

Free Zsa Zsa
 Aliens Ate My Buick
 White Bitch (now Fair Sarae)
 Alcoholics Unanimous
 Ovaries of Steel

FIVE living legends

Myron Spaulding
 Bob "Big Daddy" Klein
 Hank Easom
 Paul Elvstrom
 Elvis Presley

FIVE guys we'd cross any ocean with

Commodore Tompkins
 Bob Dickson
 Skip Allan
 John Jourdane
 The Big Guy Upstairs

FIVE hot women sailors

Melinda Groen
 Susie Madrigali
 Vicki Sodaro
 Katherine Kipp
 Bobbi Tosse

FIVE sailing families

The Georges
 The Trasks
 The Baylises
 The Easoms
 The Jensens

FIVE fun sailing couples

Anne & Steve Toschi
 Sally & Kame Richards
 Max Ebb & Lee Helm
 Karen & John Toms ("The Love Bunnies")
 Julie & Rolfe Croker

FIVE best sailing knots

snaphackle
 half hitch
 clove hitch
 trailer hitch
 marriage

FIVE unsolved mysteries

Is there really treasure on the wreck of the Rio de Janeiro?
 ... "Hot Rally" T-shirts we sent to ... ago?
 Why is *Latitude* still free in the Bay Area?
 Why isn't the *Chronicle* covering the Whitbread Race?
 Where is Fat Albert today?

FIVE things that look good on a sailing resume

Winning the Singlehanded Farallones Race
 Having your picture in *Latitude's* annual winners wrap-up
 Sailing in the Whitbread Race
 Appearing on ESPN next to Gary Jobson
 Singlehanded non-stop circumnavigation with one arm tied behind your back (for bonus points, make it a 7-foot boat without electronics and go the "wrong way")



FIVE rockstars

John Kostecki
 Paulo Cayardo
 John Bertrand
 Simon Le Bon
 Hiram Gunn

FIVE veteran bluewater cruisers

Jim & Diana Jessie
 Humphrey the Whale
 Arlo Nish
 The Sutton family
 Roy & Tee Jennings

FIVE classic yachts

Wanderbird
 Escapade
 Fair Sarae
 Californian
 Balclutha

FIVE great overnight destinations

Napa River
 Angel Island
 China Camp
 Sonoma Mission Inn
 Pillar Point

FIVE greatest places in the Delta

Moore's Riverboat
 The Meadows
 Tinsley Island
 Lost Isle
 Al the Wop's

Quintessential Bay action: 'Sidewinder' slithering to three bullets in the '86 Stone Cup.

FIVE sailing movies, some better than others

Dead Calm (bad)
Midnight Crossing (bad)
Masquerade (not bad)
Das Boot (really about ocean racing)
Mutiny on the Bounty (not bad)

FIVE songs about sailing, sort of

Louie, Louie
Yo Ho Ho and a Bottle of Rum
Wooden Ships
Ship of Fools
 Theme to *Gilligan's Island*

FIVE things we'd like to have gotten for Christmas

Handheld GPS
 Portable hotknife
 12-volt blender
 A Santa Cruz 70
 A clone for ourselves so we could go sailing more often

FIVE oceanic causes to get behind

Stop littering the oceans
 Stop Japanese longnetting
 Stop oil spills
 Stop dumping of nuclear waste
 Stop *The Trump Princess*



FIVE dubious achievements

Zero Tolerance
Steve Shidler's motorboat trip to Alohaland
America's Cup (zzzzzzz...)
See "Five boats that sank"
Kenichi Horie's trip to Japan in a 9-foot boat

FIVE dominant one-design sailors

Jim Lindsey, Santana 22
Frank Hinman, Newport 30
Eric Warner, Islander 36
Don Wieneke, Ranger 23
John Kostecki, anything that floats

FIVE reasons to go sailing

It's fun
It's earthquake proof
The wind is free
It's not crowded like skiing or golf
It's good for your mental health

Oooooops! 'Flyer' plays pick-up sticks at a recent Ultimate Yacht Race.

FIVE influential local yacht designers

Bill "Fast is Fun" Lee
Gary Mull
Carl Schumacher
Tom Wylie
Jim "The Wiz" Antrim

FIVE great bars with guest berthing

Most yacht clubs
Sams (Tiburon)
Mission Rock/The Ramp (So. SF)
Scotts (The Estuary)
Eagle Bar (Pier 39)

FIVE boat builders that are no longer with us

Express Yachts (Express 27, 37)
Pacific Boatworks (Olson 25, 29, 30)
Pyramid Boats (Pyramid 30, 660)
Gannon Yachts (Freya 39, Sonoma 30)
Nunes Brothers (Bears, Zaca)

FIVE best T-shirts

Taxi Dancer ("Owner only carries \$5 change")
Petard ("We have met the enemy...")
Windquest ("I listen to the guy who writes the checks")
The Some Like It Hot shirts
Heritage ("Dinosaurs don't surf")

FIVE places we'd like to sail to someday

Galapagos Islands
around Cape Horn
Easter Island
Maldives
off into the sunset

FIVE cruising destinations to miss

The Panama Canal
The Potato Patch in winter
Marina del Rey
Culebra during Hurricane Hugo
Anyplace you can get a *USA Today*

FIVE classic books of the sea

Moby Dick (Herman Melville)
The Sea Wolf (Jack London)
Youth (Joseph Conrad)
Treasure Island (R.L. "Bob" Stevenson)
Death of a Sailsman (Arthur Millertime)

FIVE organizations worth supporting

Your local yacht club
USYRU
SFBSA
YRA of SF
IRS (well...)

FIVE people who like to do it alone

Peter Hogg (*Tainui*)
Ants Uiga (*Scoop*)
Mike Plant (*Duracell*)
Peter Sutter (*Wild Spirit*)
Andrew Urbanczyk (*Nord V*)



FIVE funny typos the proofreader caught

fully battered main
Big Boast Series
Crispy Field
Flying Clod
and about 1,000 more...

FIVE reasons to quit listing "High Fives"

We need to go Christmas shopping
Deadline is approaching
We'd rather be sailing
It's time for lunch
Fun is fun, but enough is enough

THE CLASSIC CHARTER:

Seasoned sailors claim that the winds of Greece are models of anything but Aristotelian moderation; either a *meltemi* blows 30 knots from the north or there's not a breathe of wind. Maybe so. All we know is that the two weeks we spent

such as ourselves, have followed in their wake.

Chartering in Greece changed pro-

ALL PHOTOS BY LATITUDE 38/RICHARD

Cyclades or the Saronic Gulf. If there was the time and money available for a month-long charter, shooting across the Cyclades to the Turkish Coast, down to Rhodes, west to Santorini and back up the Saronic Gulf would be the way to go.

For all practical purposes, Greece is two countries. There is cosmopolitan Athens, a bustling city that is the center of business, government, industry and society. Then there are the thousands of small cities and villages whose residents survive on agriculture and tourism. The decades old flight of youth from the country to Athens continues unabated, so the big city bustles with people while the country, despite the summer influx of tens of thousands of tourists, is pleasantly uncrowded. The seven million rural residents of Greece, we're told, have no use whatsoever for the three million Athenians.

We spent a couple of days in Athens prior to our charter in order to recover from jet lag and to explore. Although we found the city to universally be four stories high and congested, it was clean and safe and the people exceedingly friendly. In particular we remember one elderly cafe owner on busy Constitutional Square; having already served and no doubt been

Big yachts have been a part of Greek chartering since the days of Rockefeller and Garbo.

chartering there last September featured some of the most consistently pleasant sailing we've ever had. The Platonic Ideal of a charter, if you will.

We arrived 37 years too late to initiate chartering in the Greek Islands. First-powerboat-charter-in-Greece honors went to a member of the Rockefeller clan who arrived with a 100-ft converted Coast Guard Cutter. The first sailing vessel to charter, a 90-foot ketch, belonged to actress Greta

Ummm good! Lunch being prepared on the line at Aegina.

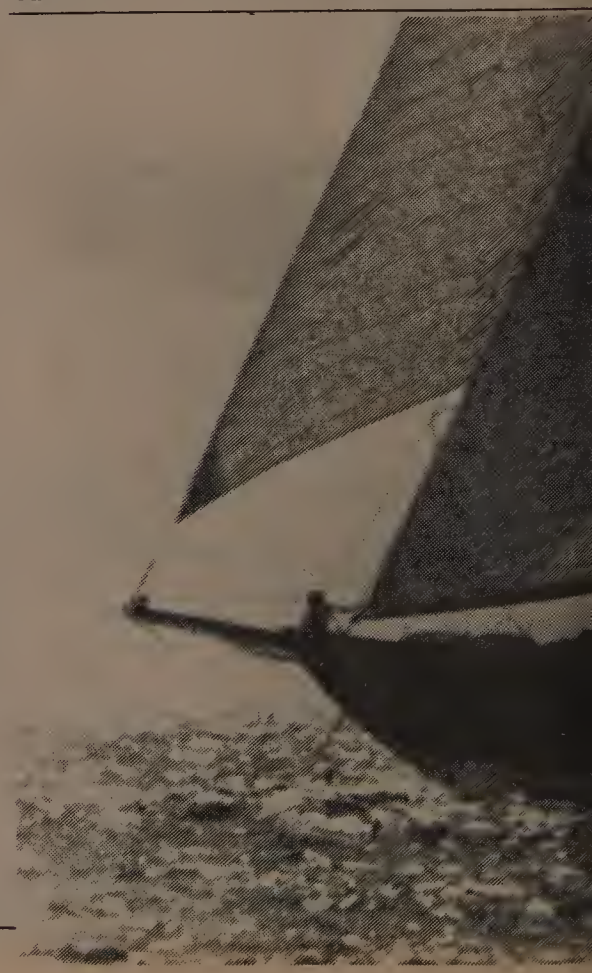
foundly in the mid-'70s when Law 738, prohibiting the charter of foreign flag vessels, was passed. Charterers were then restricted to either crewed Greek *caiques*, which are fat-assed, stump-rigged tubs that couldn't go to windward if their wormshoes depended on it, or privately-owned yachts of dubious age and condition. That chartering survived under such restrictions is a tribute to the enchantment of the Greek Islands. Things have changed dramatically for the better in recent years with the introduction of modern bareboat fleets such as those found in the Caribbean and flotilla chartering.

The dilemma with any Greek charter is deciding where to go. There are so many islands, so many attractions and so much history that it's akin to a child being turned loose in a candy store. There's Santorini, believed by many to be Plato's lost continent of Atlantis; the green-shaded islands of the Ionian Sea with their Italian/French architecture; Delos, center of the ancient world; Rhodes, populated by countless wildflowers and butterflies; and the desert-like islands of the Cyclades. As such there are scores of wonderful places to visit rather than two or three 'must-see' islands.

Although there are charter fleets on the Ionian coast and elsewhere, Athens, because it's home to the primary airport and most of Greece's major marinas, is where the majority of charters originate. Departing Athens, most folks either explore the

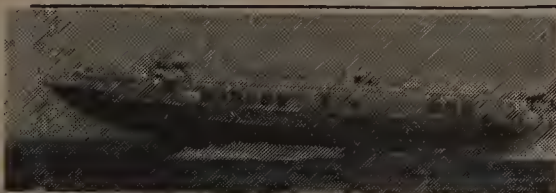
Strolling the alleys between white-washed buildings is one of the favorite pastimes of all tourists.

Garbo, now an 86-year old Manhattan recluse. The rest of the world's rich & famous, as well as thousands of 'nobodies'



abused by countless tourists, he was always smiling and genuinely wanted to make our meals as satisfying as possible. And remember: to Greeks, tipping is a city in China.

Seeing Athens other than by a guided bus tour, however, is a gigantic adventure for anyone without unlimited time. The 30-cent subways are great but only go a couple of places. Taxis, of which



Hydrofoil ferries rush backpackers from all over the world to the magical islands of Greece.

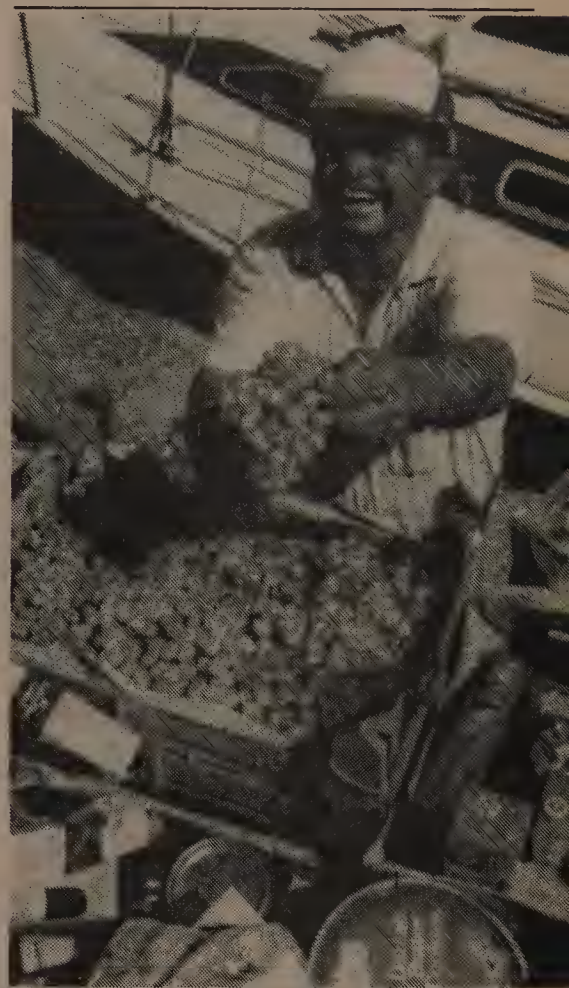
15,000 careen around Athens, are unbelievable bargains if you can only find an empty one. Since there are no empty cabs, you learn to linger at red lights and jump into ones that already have fares. Once in the cab you face the task of trying to communicate where you want to go. We'll let the *Greek Waters Pilot* explain the nature of the obstacle:

"The spelling of Greek names presents many problems, not the least of which is

the difficulty of accurately translating Cyrillic into English. For instance the island of Evia (my spelling) may be Euboea, Evvoia or Evoia. Even if you get the modern Greek nearly right, you may find the place is normally talked of in the diminutive. So Levkas, for example, becomes Levkadha. To add to the confusion an alternative name from the Venetian, Turkish, French, Italian or English occupation may be the name by which a place is most commonly called. For example, Thira is most frequently known by its Italian name of Santorini."

Directing a cab driver from downtown Athens to the large Kalamiki Marina — similar to directing a cabbie from LAX to Marina del Rey — was an insurmountable task without the assistance of a half dozen innocent bystanders. But who could care? A long and winding trip of nearly half an hour, the fare and tip came to just \$10.

Old philosophy majors, we expected to be moved by the antiquities of Athens and the ghosts of Socrates, Plato, Aristotle and Pythagoras. We're sorry to report that it didn't happen, not even on the Parthenon; probably because it was swarming with hordes of camera-toting tourists such as ourselves. Had we more time — a couple of months would have been fine — we're sure we'd have been able to get beyond the urbanization and crowds to appreciate the unparalleled wealth of history. But for



Greece has some of the most delicious produce in the world. You can purchase at dockside from the back of trucks.

the short-term visitor, the charm of modern Greece is most easily found in the islands. Thus we were delighted when the time came to board our boat and head out.

Nowadays you can hire just about any kind of charter yacht you want in Greece; *caiques*, luxury crewed yachts, small flotilla yachts, Caribbean-style bareboats and private yachts leased through bareboat companies. If any of these boats are in the caveat emptor category, it's the latter group.

Tax laws in Greece make it very expensive for an individual to own a yacht and not make it available for charter. Greek boatowners, like boatowners the world over, take varying degrees of care of their private boats. Some older yachts are kept in pristine condition and updated frequently, while some brand new ones are poorly outfitted and neglected from the start. The charter companies do nothing but act as the broker in such transactions, so we recommend you be wary about chartering a privately-owned charter yacht in Greece without reading the recent 'exit polls' of other charterers.

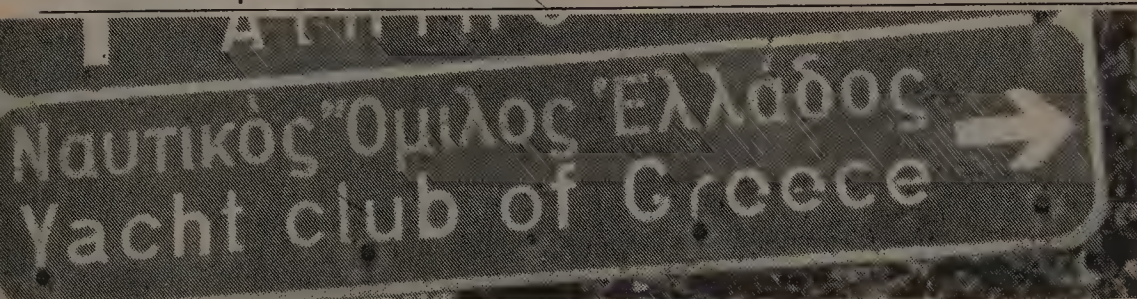
We did our sailing in the Greek Islands aboard a Dehler 34, courtesy of GPSC Charters. It was either that or be sued. You see, early last year we published some very complimentary letters about GPSC charters



THE CLASSIC CHARTER:

and two less-than-complimentary letters. Kostas, the head honcho at GPSC, somewhat understandably took offense to the latter letters and threatened to sue. After we tried to explain a little bit about freedom of the press in the United States,

south. Arriving at dusk, our first major challenge awaited us: Med-tying where there was neither room nor a common



English characters do not even begin to translate into Cyrillic. Trying to read charts can give you fits.

he stopped us and said:

"You and I are like bulls; we love to butt our heads together! Why don't we be reasonable? The Greek Tourist Board will provide you with plane tickets, I'll give you a boat. We'll prove," he thundered like Zeus from the summit of Olympus, "what a good operation we run!"

Confused about the ethics of it all, we told Kostas we'd get back to him about the offer and began looking for a 'sign' to guide our decision. A couple of nights later we were fooling around with our globe tracing latitude 38 from west to east when suddenly it ran smack dab into . . . Athens! Were we meant to take the trip or what?

Built in Germany, the fractionally-rigged, lightweight, Dehler 34 has to be one of the finest performing charter boats around. Equipped with a folding prop, she'd ghost along beautifully in five knots and was quick to surf down swells under wung out jib in 30 knots. Her little Yanmar would power her along at 6.5 knots, and her steering in reverse (to "Med-tie") was precise enough to satisfy a Swiss watch-maker.

Nonetheless, everything is a compromise; with Joli the compromise was interior space for performance. Our 5'4" lady had plenty of standing headroom and room in the bunks; at 6'4", we kept denting the overhead. Actually, we got the runt of GPSC's litter, as most of their boats are larger — and better equipped. Ours was the only one without roller furling or an electric windlass, both of which are nice to have on a charter. A few GPSC boats were even equipped with electric winches for the halyards and genoa sheets!

After buying some edibles off the back of the fruit and veggie man's truck at the Kalamiki Marina, we charged off toward Aegina, a small island 15 miles to the

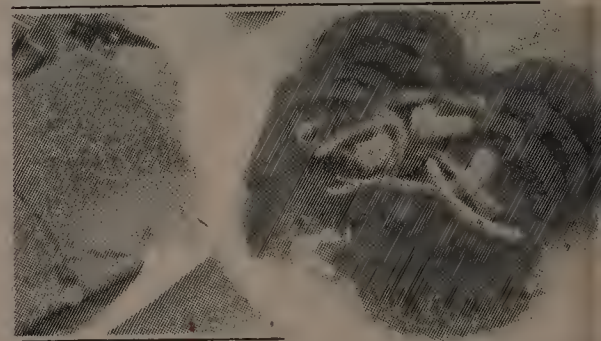
language. As we drew close we could hear the animated squabbling between a German father of two trying to set-up a second row of boats and an Englishman tied to the quay. Not wanting to cleat the German's stern line to the his bow, the Englishman explained in aristocratic tones that every time he did it caused 'spiders' to form in his gel-coat. "Get off it," hollered the insistent father of two," tossing the line again. Not wishing to re-fight World War II, the Englishman took the line and ran it alongside his boat to shore.

Somewhat intimidated, we dropped our bow anchor, backed up and tossed stern lines to the friendliest faces aboard other boats, continuing the second tier of

Tying stern to the quay, such as at Naoussa, is common throughout the islands.

boats. In the next few hours we were to learn all about the niceties of Med-tying in Greece. If there was six inches between boats in what we had previously appeared to be a jam-packed front row, one intrepid skipper after another would head for the gap at flank speed. No amount of hollered indignation in any combination of languages could deter these smiling skippers, who invariably had a babe in one hand and a cocktail in another. The moral was clear; there is always room for one more boat at the quay.

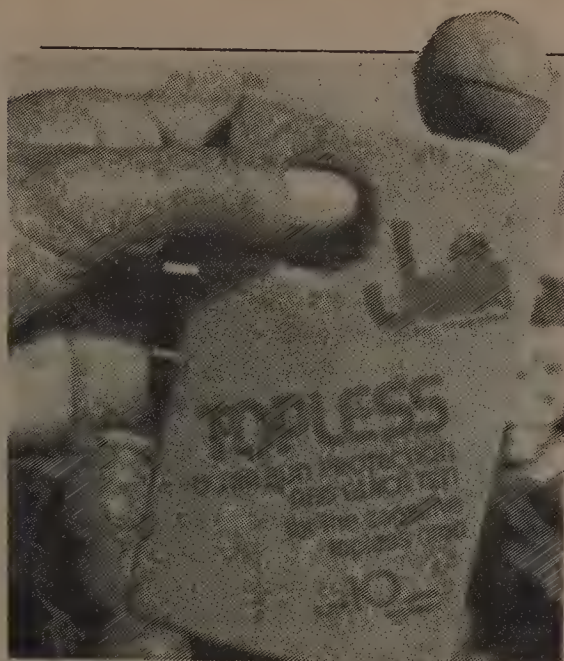
This is not to infer that Med-tying is the perfect solution to crowded harbors. It's not, as was made clear the following



Greek salads are the most consistently good meals in the islands.

morning when swearing sailors wasted the morning away trying to undo the tangled anchors and anchor lines. We were also





The bright summer sun and Nordic tanning habits have required the development of specialty products.

told the shortcomings of Med-tying in crowded harbors quickly become evident when a healthy *meltemi* whips through.

Aegina Harbor, which must get hundreds of thousands of visitors a year, turned out to be a charming little island typical of Greece. Across the road from the quay were *taverna* after *taverna* with outdoor tables. The menus propped up on the tables had flags of the different countries on the covers to indicate the language. At dusk the road was closed off to all traffic except bicycles, horse-drawn carriages and a cute little girl doing figure-eights on her roller skates. It was a wonderfully tranquil setting in which



hundreds of people from the world over whiled away a soft summer evening.

Wandering the narrow back streets after dinner, we entered the beautifully decorated Belle Epoque bar and, because we were Americans, were treated to a drink on the house courtesy of George the proprietor. In a thick accent he explained that he'd operated a pizza place in Chicago before returning to Aegina to open a bar modeled after the ones he'd seen on New Orleans's Bourbon Street.

By early the next morning, tranquil Aegina had transformed itself into a bustling commercial center. A dozen or so *caiques* overburdened with fruit and vegetables lined the quay. Across the street, donkeys were loaded down with similar farm products. Through the alley, fishermen were sorting out their catch and hanging octopi out to dry. Tour bus after tour bus moved down the street while ferries arrived at the dock with new throngs of tourists. The bustle was pleasant backdrop for breakfast, after which we were glad to head back out to the peace of the Aegean.

Having no plans, we decided to take the advice found on the cover of an old *Latitude*. We'd "go where the wind blows" and take things as they came. After a pleasant 30-mile sail in the swimsuit-only weather that would predominate our trip, the wind had blown us to the anchorage at Cape Sounion at the tip of the Attica peninsula. This was fortuitous, for on the hill overlooking the cape was the most inspiring example of antiquity we would see during the entire trip; the temple of Poseidon. Along with several hundred over suitably reverent visitors, we watched a huge orange sun descend into the purple haze of the Eastern Mediterranean. With no traces of modern civilization in sight, it took only the slightest imagination to believe the guy next to us was Homer, Thucydides or Anaximander rather than a Mercedes mechanic from Munich.

That evening we dined at the only *taverna* in the area, which we can only assume had been around to feed the construction crew for Poseidon's Temple. Our entree consisted of ten heavily salted unshelled shrimp, dumped on an unadorned plate. It came complete with a couple of slices of bread and olive oil. *Bon appetit!*

We were slightly disillusioned by two things in Greece, one of them being the 'cuisine' — to use the word loosely. With the gastronomical delights of France and



The columns of Delos held up the buildings of the center of the ancient world.

Italy so close, we assumed that some of the international culinary skills would have rubbed off. They have not. The variety of food is limited in Greece and preparation indifferent. This is odd when you consider that Greeks spend the better part of the evening socializing around the dinner table.

What Greece does have is plenty of outrageously delicious produce. The peaches, tomatoes, onions, grapes and melons, for example, are all tree or vine ripened and thus far superior to anything to be found in an American supermarket. Fish of any size, however, is hard to come by and the smaller fish are bony. Beef, pork and lamb are common, but usually not prepared in a way to tempt a vegetarian. Roasted chicken, usually tough as 'road kill', nonetheless pleased our palate. When in doubt, take a look about; in all but the very best restaurants it's customary for patrons to wander through the kitchen to see what looks good.

Greek dishes are also crippled by the peculiar national habit of letting food cool before it is served. Lukewarm french fries, for example, are something of a delicacy in Greece. Fast food, let alone American fast-food chains, do not exist in Greece.

By the end of our stay, we typically had a breakfast consisting of espresso and toast or cake. Lunch would be a terrific Greek salad (lettuce, cucumbers, tomatoes, olives and feta cheese) or some peaches. Dinner would be another Greek salad, some roasted chicken with fries, and watermelon. We prepared no meals onboard, nor would we on a second

THE CLASSIC CHARTER:

charter. Although the food was uninspired, taverna life, where patrons are expected to occupy a table for an entire evening, was addicting.

With the wind on the beam, we



It wasn't very jolly when 'Joli' lost her rudder to the quay at Mykonos.

headed east with the insane dream that we might sail the 250 miles to southeast Turkey and back in just 10 days. We never came close to Turkey, but the dream was a great carrot that kept us moving in the early days.

Navigation in the Cyclades was a snap. Islands are rarely more than 15 miles apart, and normally there is a wide selection from which to triangulate and double check fixes.

The islands of the Northern Cyclades, such as Kithnos, Kea and Syros, could be dropped in the Sea of Cortez and hardly anybody would notice. They are sparsely populated, dry, devoid of vegetation and mountainous. Laced with history, each of them has at least several excellent uncrowded anchorages or harbors.

Our second disappointment with Greece became evident on the northern coast of Rhinia. With not another boat, house or person in sight, we anchored in a pristine bay with crystal clear water. Swimming in the 75° water, we soon became aware that we were the only life within miles. There were no fish, no seals, no crabs, no pelicans, no seagulls. There weren't even barnacles on the rocks or the bottom of our boat. After numerous sailing trips off Mexico and in the Caribbean, two areas teeming with sea life, it was spooky.

We later learned that there is so little

marine life in the Aegean that boat bottoms only require a light wiping three times a year. Many boats don't even use bottom paint!

While we don't have a complete appreciation of the problem, there were several explanations we heard for the lack of sea life. The first is that the maximum range of tides is only about one foot, and thus intertidal life at the bottom of the food chain is almost non-existent. A second problem is overfishing, which has been going on for thousands of years. A third problem has been foolhardy practices, such as 'dynamite fishing' that became popular after World War I. Pollution is a problem in the Athens/Pireaus area, but not so in the islands in the middle of the Aegean — which don't have any fish to speak of either.

If we were Greek, we'd make it our life's work to restore sealife to Greek waters. That the government doesn't have a huge program underway to do just that is beyond our understanding.

The opposite of the typically simple and quiet Greek islands is Mykonos, which is as romantic and chic a place as there is on this planet. It splashed onto international jet-set maps when the then First Lady Jacqueline Kennedy recouped there from a miscarriage in the early '60s. Mykonos is art, style, money, luxury yachts, winding alleys of boutiques and bars, international cuisine, rock 'n roll through the night, the rich and famous, and back-packers from the world over.

It's also a gay place in all senses of the word. We stumbled upon a courtyard about 2 a.m. one morning from which hundreds of men — a half dozen or so in evening gowns and spike heels — were pouring in and out of discos. Elsewhere lesbians unselfconsciously strolled the narrow alleys hand in hand. Nobody raises an eyebrow and all persuasions seem to get along famously. As such, Mykonos isn't a 'gay place' as much as it's a fun place for straights, gays, singles, marrieds and infidels.

Mykonos' small harbor is home to scores of fishing boats, a row or two of yachts tied to the quay, and big ferries that dump hundreds of backpackers at all hours of the day and night. The anchors of both the yachts and huge ferries regularly tangle, so departing often can take an hour or two more than anticipated. Since the boats anchor beam-to the dreaded *meltemis*, all hell can break loose when one whips up. Especially when one has irresponsible

neighbors.

Some West Germans rafted next to us departed one morning while we were having breakfast ashore. As a result of carelessly retying our boat, *Joli* drifted backward into the shallow water along the edge of the quay. When we returned the bottom 18 inches of her rudder was floating nearby and the West Germans were long gone. It eventually cost us the \$600 insurance deductible. There are two options to keep the same thing from happening to you: 1. leave a person aboard at all times, or 2. anchor at Ornos Bay and take one of the many buses to town. The second option is probably the best; when we returned our boat to Kalamiki Marina a week later, another GPSC boat came in from Mykonos with her rudder broken off.

While Mykonos is one of the centers of the modern jet-set world, Delos, by virtue of being the best anchorage between Europe and Asia, was the political and religious center of the ancient world. Packed ferries — yachts are not allowed — carry hundreds of visitors to the extensive ruins each day. We spent a very warm morning tromping around the ruins of Delos hoping to catch its spirit. We don't know if it was the feeling of being herded like cattle or the disorganized state of the ruins, but we'd still take the temple of Poseidon any time.





Traditional Greek vessels are fat and stumpy — but luxurious.

After two nights of debauchery on Mykonos, a *meltemi* tore into the raft-up with 30 knots on the beam. The choice was either to spend a day fending off the boats on either side or head out. We elected to continue going where the wind blew, south to Naoussa on the island of Paros. Almost all downwind, it *should* have been a great sail. But perhaps we'd offended the gods by not liking Delos, because nothing went right.

Thanks to an oil spill in the harbor by one of the cruise ships, we had a dock line, genoa sheet, anchor line and *Joli's* transom splotted with sticky black tar. Away from the quay, we discovered our anchor line was tangled with those of three other boats and that a jammed line prevented us from reefing the main. We ran out of diesel

Life in Greece centers around the taverna, where patrons are expected to idle for hours.



while motorsailing just clear a rocky point. In ways that defy belief, we quickly managed to lose overboard a dock line, a rubber glove, and the ship's bucket. If the GPSC rep had been there he would have accused us of sabotage — and based on the evidence, we would have believed him.

The last straw came at dusk while trying to tie to the quay at Naoussa. The brave captain backed close to the stone quay and dramatically hurling a coiled line to a waiting friend onshore. Unfortunately, he threw it right into *Joli's* backstay. Only the most controlled international observers on the rocky quay were able to contain their laughter.

We needed a special place to recover from that day of unprecedented mishaps, and Naoussa turned out to be just that. A smaller Mykonos without the glitz or fast pace, it was the perfect village to hang out Grecian style: an espresso, croissant and *Herald Tribune* to fritter away the morning; snoozing, reading and strolling in the afternoon; and a sensational evening meal at a romantic little French restaurant where two could wine and dine superbly for a total of \$20. Unable to tear ourselves away, we spent a second day; had it been feasible, we would have spent the rest of the summer.

Finding emergency health care where you don't speak the language, we learned the next day, is no easy thing. Apparently as a result of a day spent inhaling diesel

fumes during a motor from Paros to Hydra, the *Mate* came down with such an excruciating headache that she was unable to sit up or walk. Taken to Hydra's small hospital, she learned that the popular holiday resort's two doctors were off the



The Temple of Poseidon at Sounion is a great place to watch the sun set and 'feel' the history.

island. The nurse in attendance was helpless to do anything but take blood pressure. Trying to explain to the Greek-speaking 14-year clerk at the chemists was hopeless. We came away with some unidentified pills, unsure if they were common aspirin or heavy prescription drugs, and if the *Mate's* pain was worth the risk of taking an unknown dose of an unknown medicine. Fortunately the pain went away by the following morning.

Greece's answer to a vehicle-less Sausalito, Hydra was the only place we visited besides Mykonos where people did much swimming in the warm clear water. Surprisingly, neither the Greeks nor the tourists displayed that much interest in fooling around in the Aegean. In fact the biggest attractions along the shore were the pale Nordic girls, hell bent to get the maximum tan on the maximum amount of their bodies before their 14 days were up. Perhaps it's the lack of California-style body and board surfing waves that keeps Greek lifestyles revolving around the taverna rather than the beach.

After stops at Pinos and Aegina again, we reluctantly found ourselves back in Athens with a plane to catch early the next morning. It was a shame, because we'd just been settling into the easy pace of life on the Greek islands, a pace we're certain would add an additional 15 years to most lives. The glory that was ancient Greece may be gone, but the quiet charm of the islands and the people seems to be everlasting. It's definitely worth experiencing; and as any modern day Plato will tell you, the ideal way to experience it is by sailboat.

THE BAY WANDERER'S

The Bay Wanderer used to sail frequently on San Francisco Bay. But as he approached 40, the aging process began to set in. His muscles ached a little more after each sail; his young kids took a greater amount of attention; his marriage went up on the rocks. Time just seemed to evaporate.

The result was the same as with most people. The Wanderer sailed less and ate more. He put on a few pounds and raised his blood pressure. Instead of spending time challenging his mind and body sailing the Bay, the Wanderer wasted time dicker with attorneys and consulting with physicians. With the quality of his life heading way south, the Wanderer finally said, "What a bunch of bullshit!"

Facing the 90s on the calendar and the

40s in the mirror, the Wanderer came to the conclusion that regaining happiness would require leading a simpler, more balanced life consisting of the right amount of time with the kids, the right amount of time at work, and the right amount of sailing — all gently mixed together.

In recognition of the fact his body was no longer that of an 18-year old, the Wanderer began to search for equipment that would make sailing in his 40s more enjoyable than it had been in his wasted youth. Back then the Wanderer was full of

Powered winches that tension all control lines are being seen — and appreciated — on new boats in charter fleets.

spunk and had something to prove — he was never quite sure what — through sailing. Now the Wanderer enjoys sailing as an end in itself; a fulfilling way to spend time with the kids and friends — or be alone.

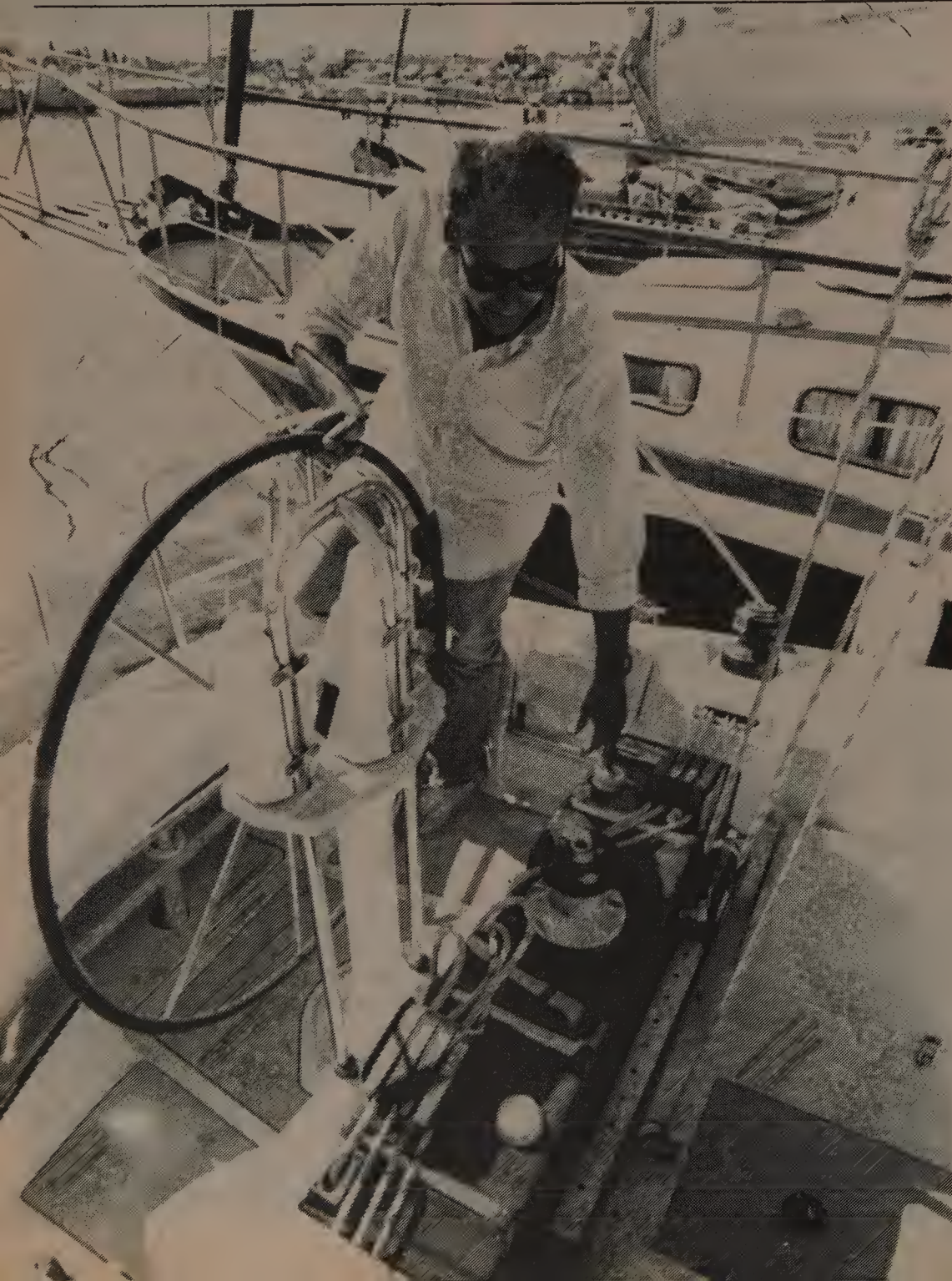
Never a gadget or equipment buff, the Wanderer nonetheless began to re-examine a lot of sailing equipment; equipment designed not for speed but comfort. Delighted at what he found, the Wanderer figures it's his obligation to share some of his 'fortysailing' tips with readers.

Most of the equipment that has captured the Wanderer's imagination isn't new, but has been around for years in one form or another. It's new to the Wanderer, however, who had previously snubbed it as being either for sissies or too expensive. Gaining wisdom with age, the Wanderer knows that discretion often really is the better part of valor and that there are two positive things about maturity: 1. you gather speed when you get over the hill, and 2. you normally have more discretionary income at your disposal. In any event, here's some of the equipment that has caught the Wanderer's fancy:

Roller Furling has been around so long that Columbus probably used it 498 years ago on his voyage to discover the New World. It's new to the Wanderer, however, who somehow never got around to using it in his 20 years of sailing. Now that he's got it, he can't imagine why he struggled to get along without it. Roller furling is so easy! It saves so much time and effort!

The Wanderer now has two furling headsails; a #2 for winter and early summer mornings, and a #3 for windy summer days on the Bay. The slotted headstay makes it easy for the Wanderer to switch sails if necessary or if he's so inclined.

A Furling Main is something the Wanderer hasn't purchased yet, but having been so knocked out by the ease of roller furling headsails, he's giving the furling mains careful scrutiny. The Wanderer isn't the first skeptic to want to convert to a full set of furling sails. He remembers sailing purist Roy Jennings was more than a little embarrassed when he fitted his Freya 39 Foxglove with a roller furling headsail prior to the start of his circumnavigation. But when Jennings returned, his boat was equipped with a furling main, too, a sail he



TIPS FOR 'FORTYSAILING'

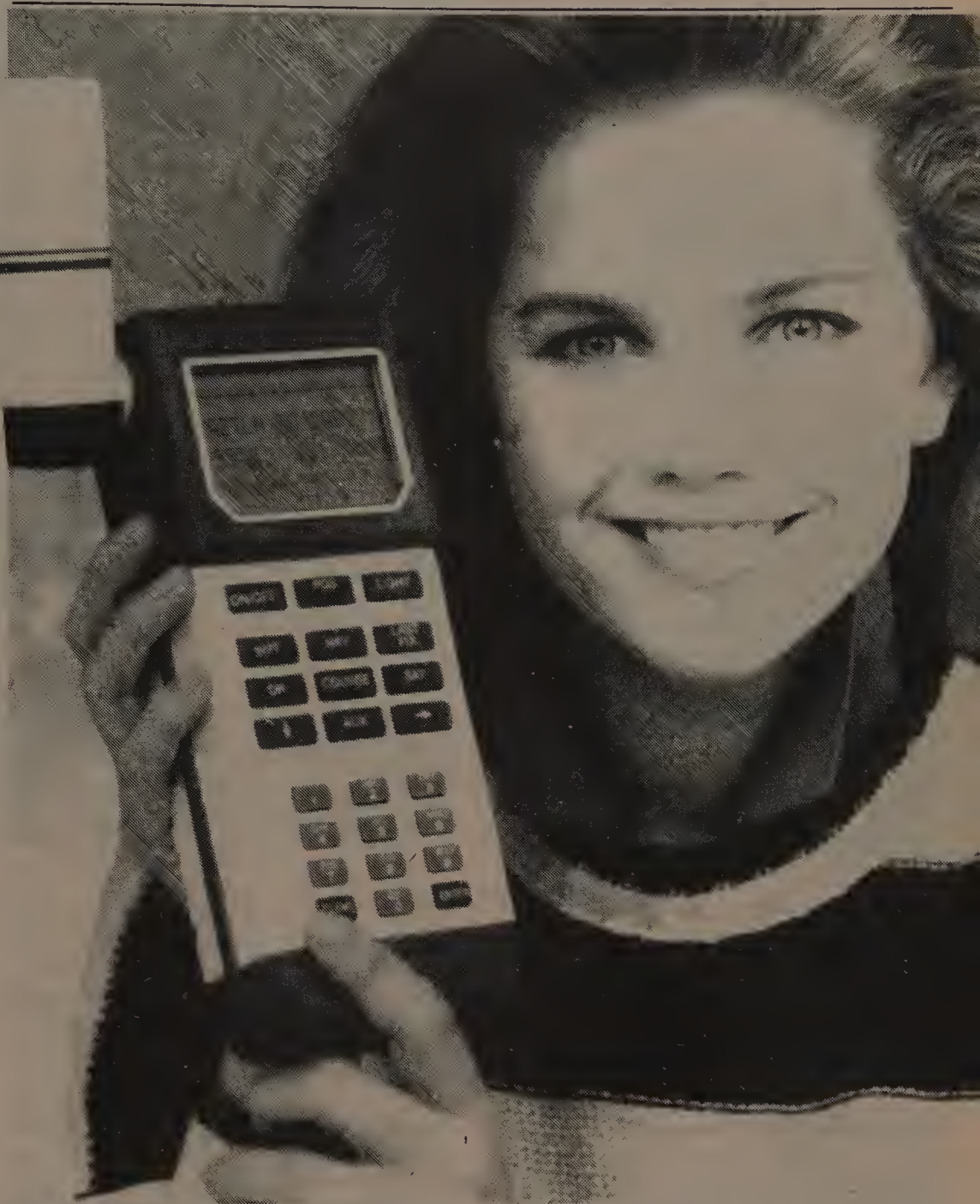
used to excellent effect when rounding Cape Horn in a ferocious blow.

Because performance and thrift still have some appeal to the Wanderer, he's not sure about battenless mains that roll into specially constructed masts. But it's hard to ignore the great number of people, especially on larger boats, who swear by them. The Wanderer is particularly fascinated by furling systems that allow fully-battened mains to roll into the boom, some of which use headsail-like luff tapes to attach to the mast. He'd like to hear from anybody who has had experience, positive or negative, with such systems.

There is something very ceremonial about flaking the main and putting on the sail cover; it signifies the end of a sail, be it across the Bay or across the Pacific. As such, the Wanderer will miss flaking when and if he gets a furling main system. But he'll not miss it much. Nor will he miss having to slab reef.

Electric Winches. The Wanderer can't decide who are more zealous; those who have been converted to roller furling headsails or those who have converted to power winches. Like furling headsails, powered winches have been around a long time. The pea-soup green Cal 40 Green Buffalo has 'em and the Wanderer even saw a guy in Mexico with 'home grown' driven by Ford starter motors. Once seen almost exclusively on really large yachts, power winches are now more common on smaller boats. The Wanderer's side-kick told him about a Dehler 42 he'd seen in Greece that had all control lines cleverly lead back through line-stoppers to a single electric winch mounted just ahead of the binnacle. All lines are tensioned with the electric winch, then made fast with a line stopper. The Wanderer's pal was told that charterers really liked them.

Tacking is, of course, when electric winches really come into their own. The Wanderer learned that lesson indirectly a few years back during Antigua Sail Week. He was on a 60-footer with manual winches sailing against a sistership with electric winches. Acting as his boat's primary grinder as the sisterships short-tacked up the beach to stay out of the current, the Wanderer's heart nearly exploded from the excruciating effort required to get the genoa sheet even part way in. All the while his counterpart, a topless French girl with a tantalizing figure, merely stepped on a little button and her headsail fairly roared in. Her job done and



The day is almost upon us when a high school graduate with a GPS can easily outnavigate the best old salts with sextants.

with nothing to do, she blew kisses at the Wanderer, who because of the continuing grind must have been edging dangerously close to sudden death.

Was the little croissant cheating by using the electric winch? Oh course she was. Did anybody in the Caribbean Sea give a damn? Of course not. It got the Wanderer to wondering whether races that don't allow power winches are really worth the effort.

In addition to reducing heart attacks and keeping inadequately trimmed headsails from prematurely flogging to shreds, power winches have other uses. The Wanderer remembers that noted racer Dick Deaver installed one electric winch on his cruising

boat, its purpose being to make it effortless to hoist a person up the mast or to serve as an emergency anchor windlass.

Regrettably, power winches aren't cheap. But they are less expensive than maintaining a stable of hulking deck apes or prolonged chiropractic care. The Wanderer expects power winches to proliferate in the 90s; he's already saving for a pair of his own.

Electric Windlasses. Electric windlasses have always been a favorite of the Wanderer. They're quick, they save backs and they permit the freedom to anchor ten different places in one afternoon. Furthermore, they're the only way — other than a power winch — to effortlessly hoist someone to the top of the mast.

What mystifies the Wanderer is why

THE BAY WANDERER'S

electric windlasses cost so much less than electric winches. The disparity is so great the Wanderer is toying with the idea of



An economical radar can save the unwary sailor from ramming into a fishing fleet on foggy night.

mounting a couple of windlasses for use as power sheet winches — and financing a circumnavigation with the money he saves.

Only four items into his list, the Wanderer stopped for a moment to reflect how dramatically his equipment suggestions would change a typical day of sailing. The 'fortysailor' backs his boat out of the slip, unrolls the main, unrolls the jib, steps on a button to sheet in the jib, then turns off the engine and does what he came out for — enjoys sailing.

The equipment makes family sailing a whole different family activity, too, because the Wanderer's eight-year old daughter, properly supervised, can 'grind' in the genoa on even the windiest day with just the

With the physical strain removed from sailing in the 90s, the Wanderer turned his attention to eliminating the corresponding mental strains. These are pretty much limited to sailors going offshore wanting to know 1. where the hell they are, and 2. if some ship is about to run them down in the fog.

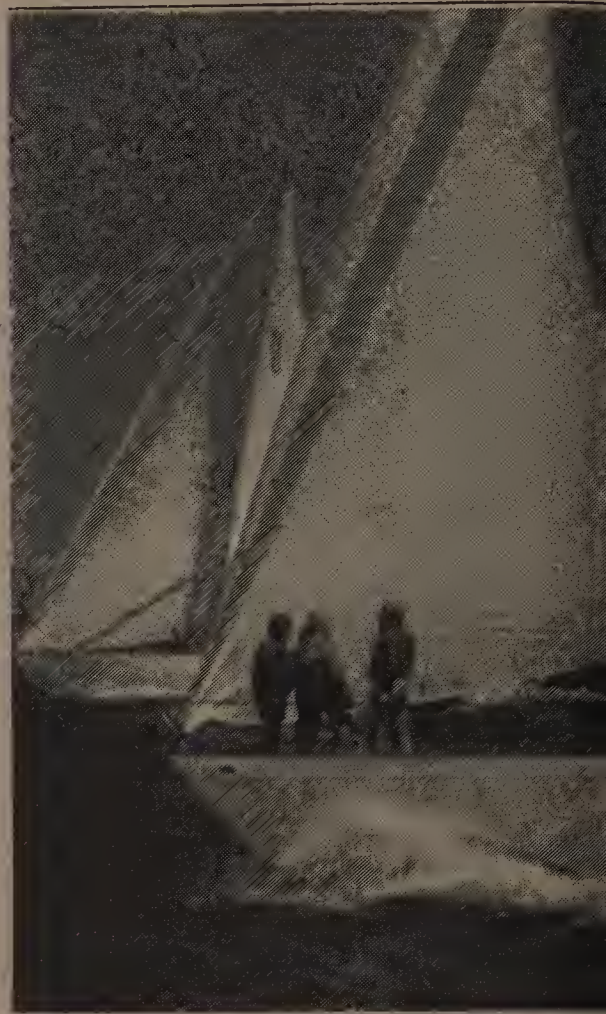
The way the Wanderer figures it, the 80s were the Silver Age of Marine Electronics. Position-finding on the oceans was greatly improved with the introduction of Loran and SatNav and the dramatic drop in the price of both. Ship avoidance, in the form of radar, also hit its stride with digital displays.

But whereas the 80s were the Silver Age, the Wanderer sees the 90s as the Golden Age of Marine Electronics, featuring some products that virtually won't ever be able to be improved upon, at least not within the Wanderer's lifetime.

GPS will without question be the end all of marine position-finding systems for the next few decades. What more could any mariner want, the Wanderer would like to know, than to be able to instantly determine his or her position anywhere in the world, anytime, and under any weather conditions? All right, mariners would like lower prices. They're on they way. It took Loran about five years to drop from \$5,000 a unit to as little as \$300 a unit. It took about five years for SatNavs to drop from \$5,000 to \$1200. The Wanderer isn't sure how far and fast GPS prices will drop, but he predicts it will ultimately be even more dramatic than SatNav or Loran. GPS has a much greater number of applications, so the price will drop as a result of volume production.

SatNav and Loran will, in a matter of months, be relegated to backup status. Despite their limitations they're still excellent tools; the Wanderer plans on keeping his operational. Sextants, however,

are something the Wanderer worries about. With mariners becoming so reliant on electronic position finding in the 90s, he suspects most sextants are going to end up



as props on the walls of restaurants with nautical themes. Navigation calculators? Like the Pony Express, they were just a flash in the pan of history.

Radar. As is the case with electronic position-finding, sailors you a whole lot more for their money with radars of the 90s. In the 80s a semi-reliable radar — which the Wanderer never owned because they cost about \$5,000 — sucked about 40 amps. The radars of the 90s feature digital displays, are super reliable, draw a mere 4 amps — and excellent ones cost just \$1800. 'No frills' models sell for as little as \$1200.

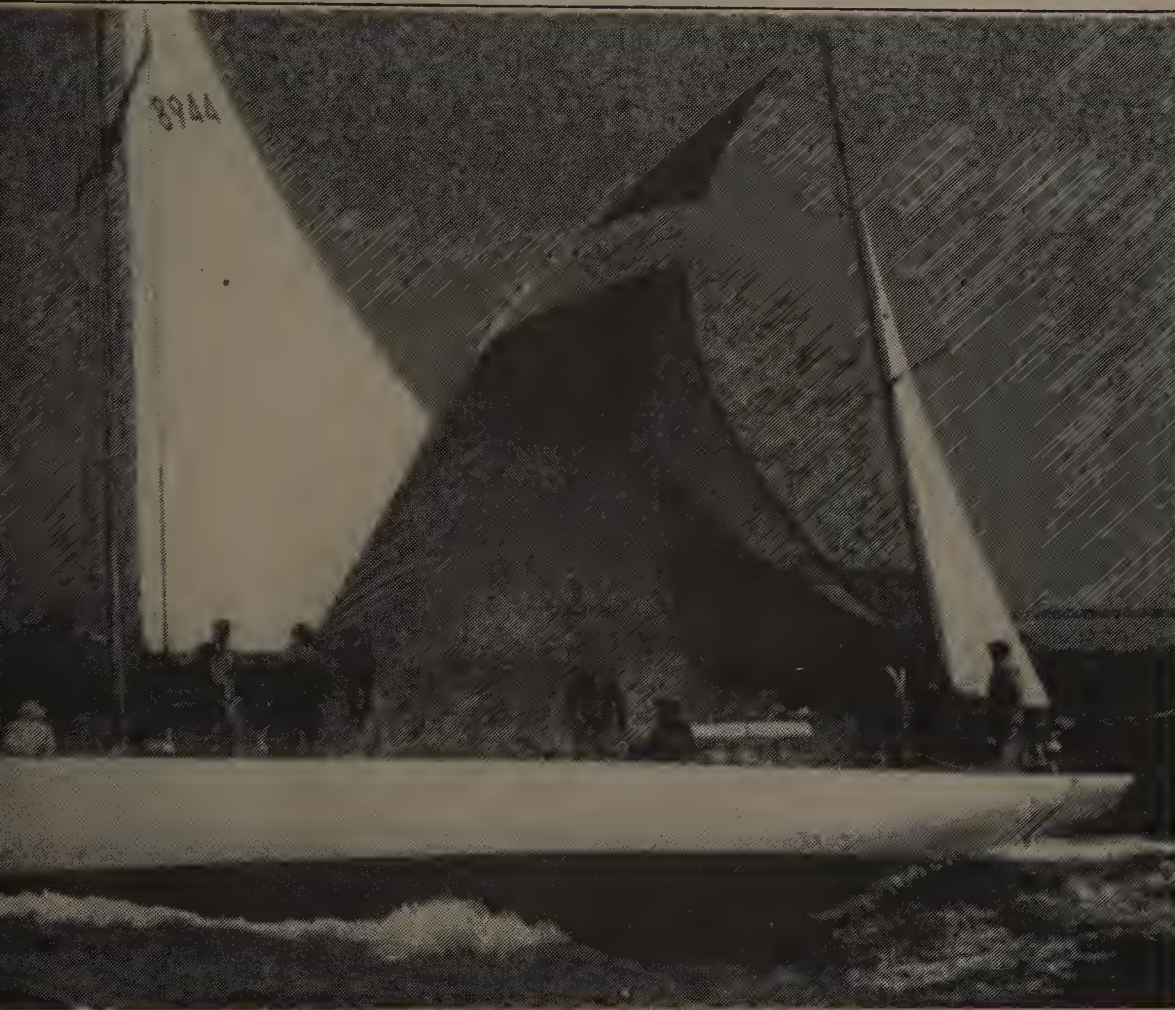
Without even working up a sweat, the Wanderer can think of at least a dozen times in the late 70s and early 80s when he would have given just about anything to have had a functioning radar. Times when the fog was so thick he couldn't see ships whose engines he could feel. Nights when he just about drove his boat over breakwaters because he couldn't decipher the channel entrance. Times he had to heave-to in a calm fog for fear of running down oil rigs in the Santa Barbara Channel. Times he worried needlessly for hours because he wasn't sure things weren't not there.

Video Navigation. While enamored with many of the modern marine electronic

The Wanderer can think of a dozen times he'd have given anything for a radar

touch of her toe. Her five-year old brother, again properly supervised, can raise the 45-lb CQR with the touch of his little toe. The only way left for Dear Old Wanderdaddy to get a hernia while sailing is trying to hoist too many beers at once.

TIPS FOR 'FORTYSAILING'



'Fortysailors' reach for comfort rather than beat their brains to weather.

conveniences, the Wanderer has his limitations. Like video navigation displays. He figures that if a skipper is too damn lazy to plot his GPS position on an-honest-to-goodness chart, he ought to stay home with his Nintendo machine. If God have meant for there to be electronic charts, he'd have made electronic paper. Or something like that.

EPIRBs. When the Wanderer started sailing, EPIRB signals didn't bounce off satellites so that survivors of mid-ocean sinkings could be rescued in a matter of hours. Like the guys off *Pando*. Like the family of three off *Ascension*. The way the Wanderer sees it, nowadays it's far more important to have a functioning EPIRB in the survival pack than it is to have either food or water. After all, it's a lot more comfortable to sit at home enjoying a post-rescue Chinese take-out in front of a fire than it is bobbing around the Pacific in a damp raft existing on even the best survival rations.

In fact, the Wanderer is so keen on modern EPIRBs that he figures if he's got one and a survival suit — both of which should be mandatory for all singlehanded sailors — he might not even need the liferaft. Marine electronics of the 90s are just that miraculous.

With the back-breaking physical strains of sailing eliminated, as well as the mental strains of wondering where you are or if you've about to be run down, the only thing left to attend to is comfort. On San Francisco Bay, comfort pretty much begins and ends with staying warm.

Proper Sailing Attire. When the Wanderer started sailing as a young fool, he did a trip down the coast to Santa Barbara equipped with a couple of pairs of Levis, a few sweatshirts and a down jacket. Sailing out the Gate on a very windy night without foul weather gear, his entire wardrobe was soaked by the time they passed Mile Rock. The Wanderer suffered from chills all the way to Santa Barbara and indeed didn't warm up again until after spending the better part of the next two weeks in a hot tub. Had he known what he knows today, and had he been equipped with modern sailing attire, that wretched trip south would have been what it was supposed to be — a pleasure cruise.

Even though the Wanderer has known the importance of good sailing togs since the early 80s, for unknown reasons he's neglected to outfit himself properly. Consequently he's suffered numerous but completely unnecessary minor repeats of that miserable run to Santa Barbara. Now

40 and committed to using his head for more just a place to hang his visor, the Wanderer has outfitted himself from top to bottom for sailing comfort.

Starting from the toes, that means boots with good socks. Polypropylene undies; bottoms and tops. Bunting pants and top. Foul weather gear. Gloves. A cap of some sort. It's layered dressing so the Wanderer can peel off excess clothing if Providence decides to bless the Bay with toasty conditions.

The Wanderer will never forget the day he became converted to clothing that wicks moisture away from the body rather than cotton and other fabrics that draw precious heat from the body. It was the day he went overboard during a spinnaker run, completely inundating his clothes. Wearing pants that wicked the water away, he was never cold from the waist down. His two layers of cotton shirts, however, sucked the warmth right out of his chest and he shivered relentlessly. Wet T-shirt contests, he realized then, are about the only time cotton t-shirts do a sailor any good.

With the muscle saving equipment, mind saving electronics, and body toasting clothes, what else could the fortysailor need? Smarts. The Wanderer used to sneer at 'fairweather sailors'; now he realizes they may have had better brains than bodies. If you're out for pleasure sail, is there really any reason to thrash your boat, body and guests by slamming to weather rather than powering along on an exhilarating but smooth close reach? No, there isn't.

As a foolish young man, the Wanderer used to think he was impressing his dates by seeing how far he could get his boat to heel over. Now he impresses them by showing them how comfortable a brisk day sail can be. His new approach may not have anything to do with it, but at 40 the Wanderer finds he's not horny anywhere near as often as he used to be.

The Wanderer has learned that it's not just the points of sail that make a difference in the amount of pleasure derived from a day's sail, but where you sail and when. Stay tuned for his *Pleasure-Seekers Guide to Northern California Sailing*.

The Wanderer would like to share some more of his comforting thoughts with you, but he's used up his quota of work time for the week and must get down to his boat for a little pleasure cruising with his kids. The Wanderer hopes to see you other fortysailors out enjoying the Bay, but don't let him catch you acting like a young sailor. There's much more pleasure to sailing than that.

— bay wanderer

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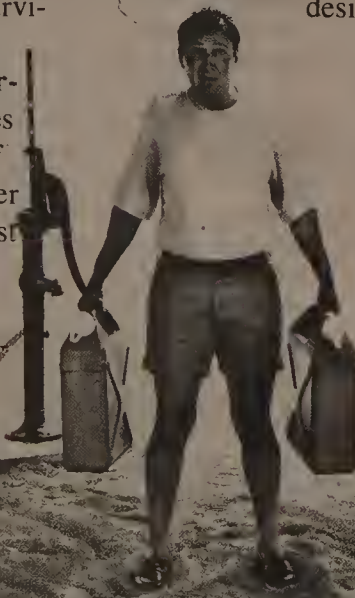
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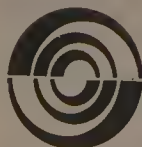
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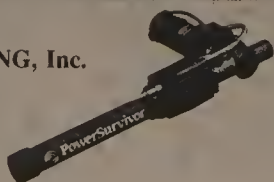


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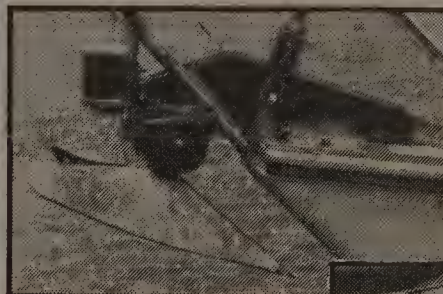
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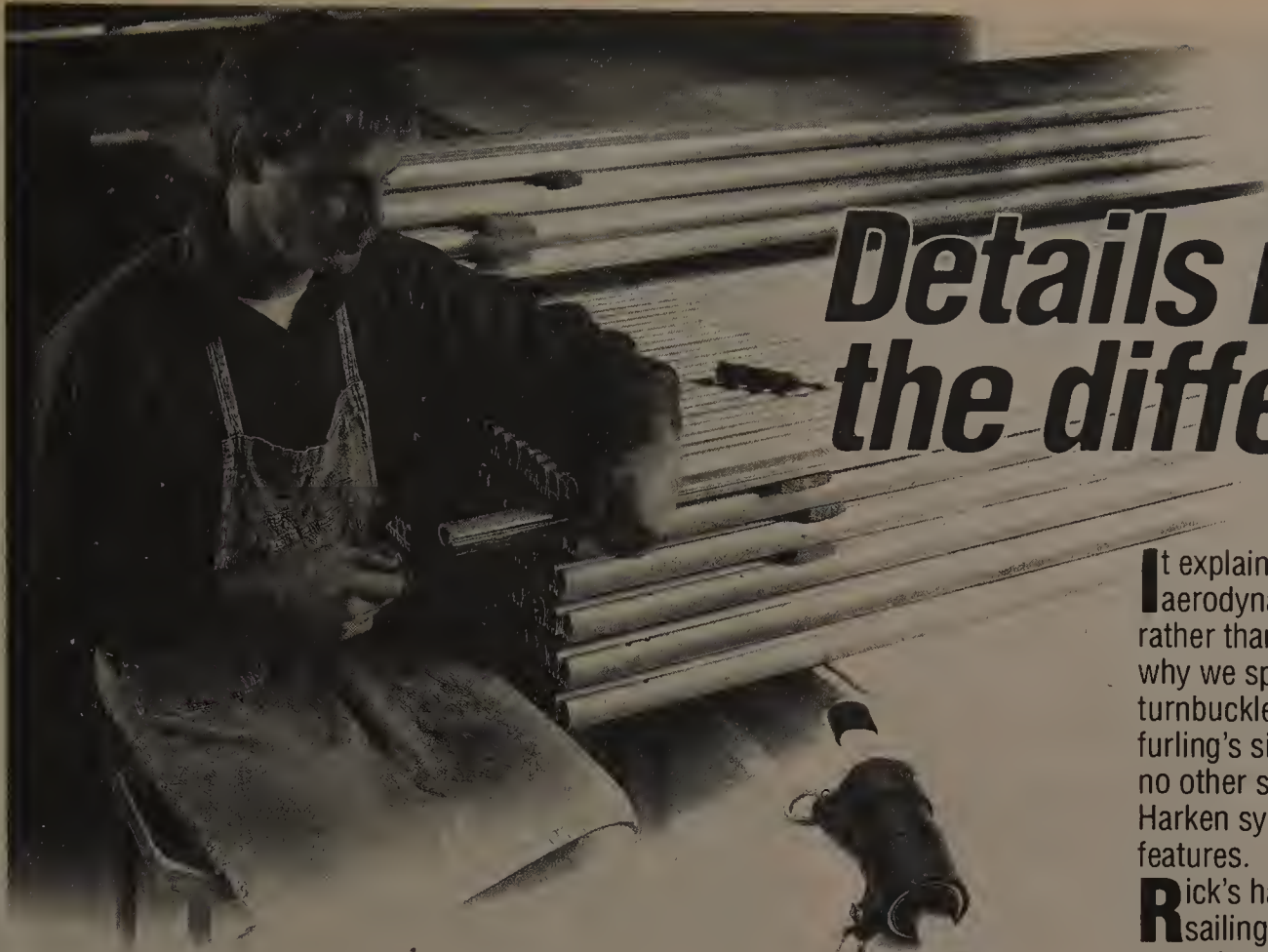
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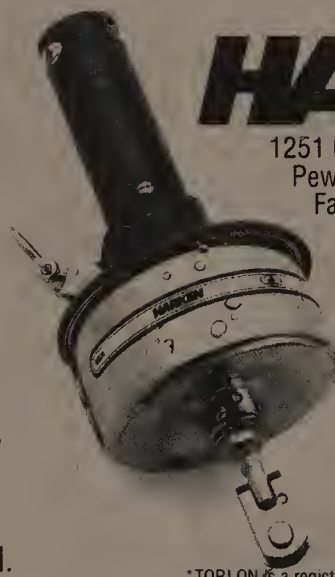
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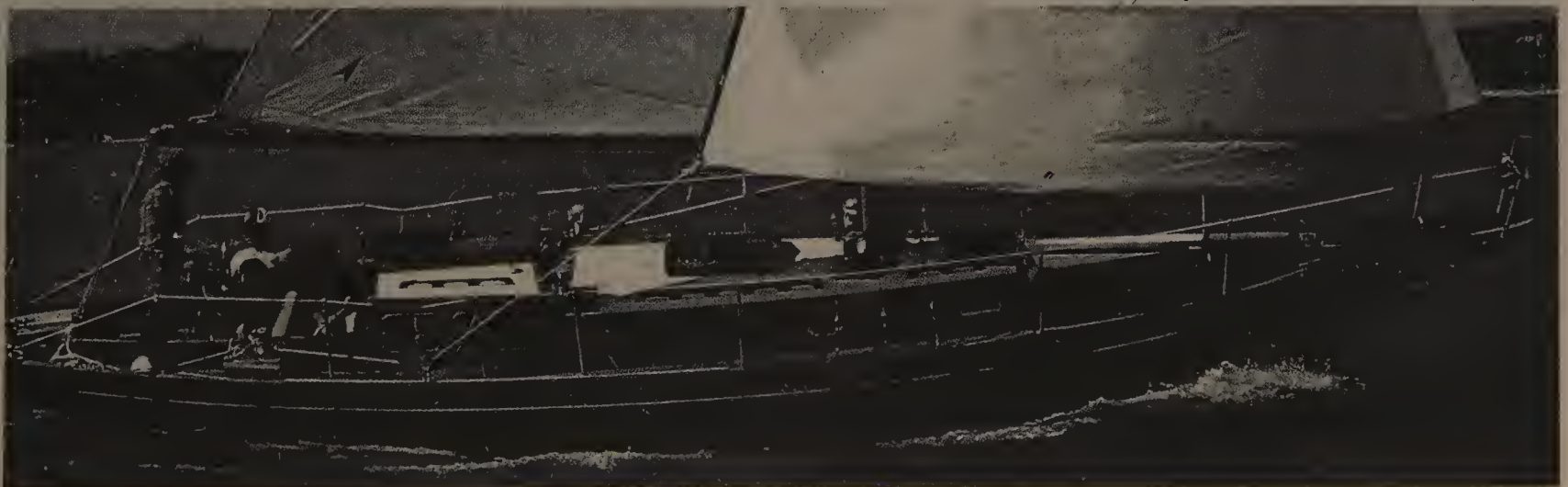
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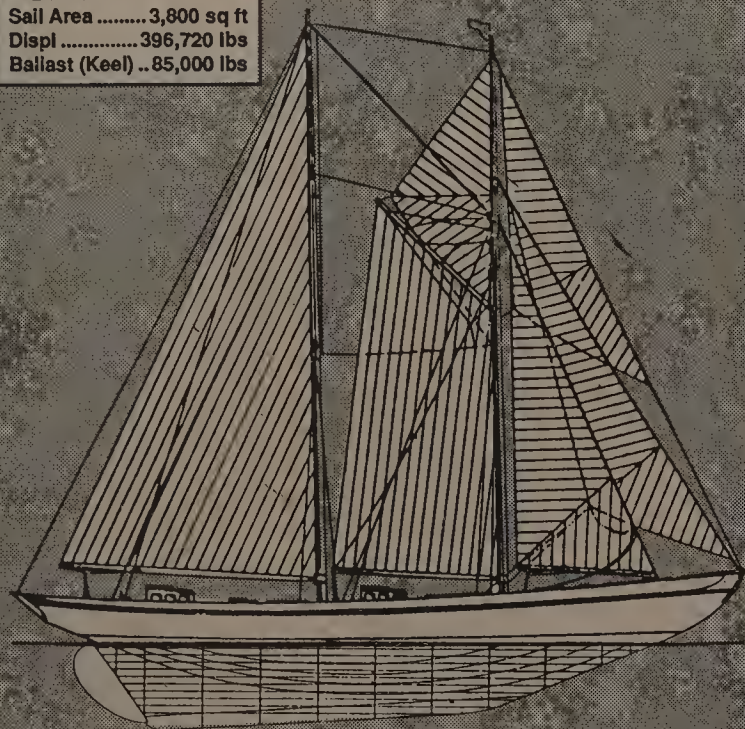
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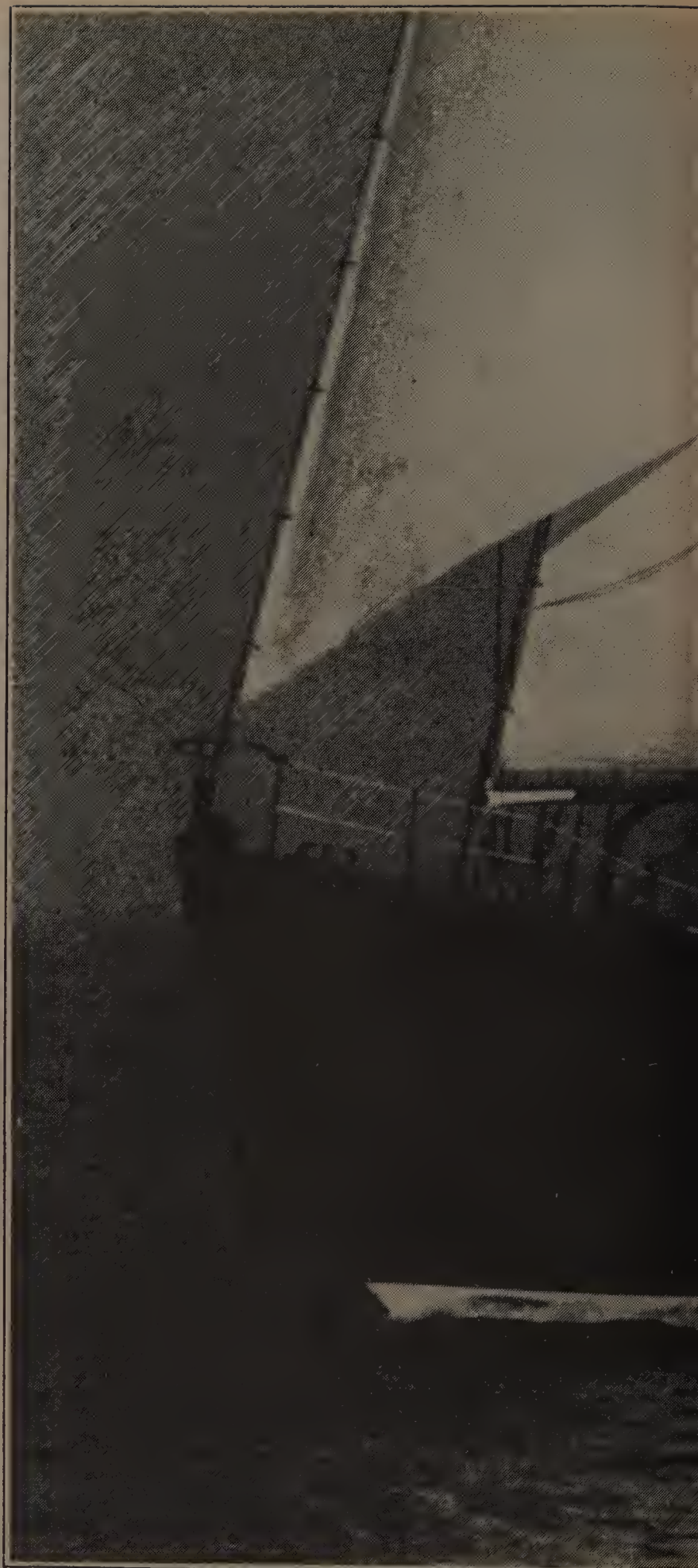
FAIR SARAЕ

There is a dock in Sausalito — Pier E of Sausalito Yacht Harbor to be exact — that is a virtual maritime museum, housing such classic yachts as *Freda*, *Wanderbird*, *Escapade* and the tugboat *Ant*. "A few years ago, the National Conference of Directors of Maritime Museums took place in San Francisco," recalls Master Mariner stalwart Diane Brenden. "We took 25 or 30 big shots from Mystic Seaport, the Smithsonian, the South Street Seaport and the like down that dock, and they were blown away! None of them could believe that such a collection of vintage yachts — all privately maintained — exists in one place outside of one of their museums."

At the far end of the dock, dwarfing all around her but the neighboring *Wanderbird*, sits the biggest "exhibit" in this distinguished nautical congregation: the 52-year-old, 103-foot schooner *Fair Sarae*. We've admired the big black woody since she took up residence in Sausalito four years ago, but it wasn't until recently — after reading about her in Matthew Walker's *Down Below* — that our curiosity was piqued. The photograph in that book of *Fair Sarae*'s cozy teak interior was motivation enough, but when we read that her original name was — gasp — *White Bitch*, well, we knew we had to learn more.

"The name's not what you think!" laughs present owner Lucy Bancroft of San Francisco. She went on to explain that the original owner, American Henry S. vom Berge, had intended the name to honor his English wife, actress Jean White, and her dog-fancying family. Unfortunately, the White family wasn't amused by vom Berge's choice of names, so when the boat was launched in Lowestoft, England in September, 1937, it was as *Jeanry*, a bland but inoffensive combination of the owners' first names.

Like the man she was created for, the William McC. Meek-designed, Brooke Motor Craft-built schooner was one of a kind. (A boat review in the August 6, 1937 *Yachting World* began: "When an owner is sufficient of an individualist to choose a name like *White Bitch* for his yacht, it is almost certain that the yacht herself will be unusual.") Mr. vom Berge, an experienced sailor, desired a deep-sea cruising vessel of extraordinary strength, one which would withstand anything the seven seas threw at her. Concurrently, he demanded that



the boat that be capable of sailing fast, as well as supporting his family and a minimal crew in luxury.

The design that satisfied those seemingly disparate criteria was a refinement of the *Bluenose*-type Grand Banks schooners, specifically the *Mabel Turner* (built in Nova Scotia in 1931). No expense was spared in building *Jeanry*, and she was heralded as the most advanced composite (2.5-inch Burmese teak over a steel frame) yacht of her day. "She's certainly no sled!" says current *Fair Sarae* crewmember



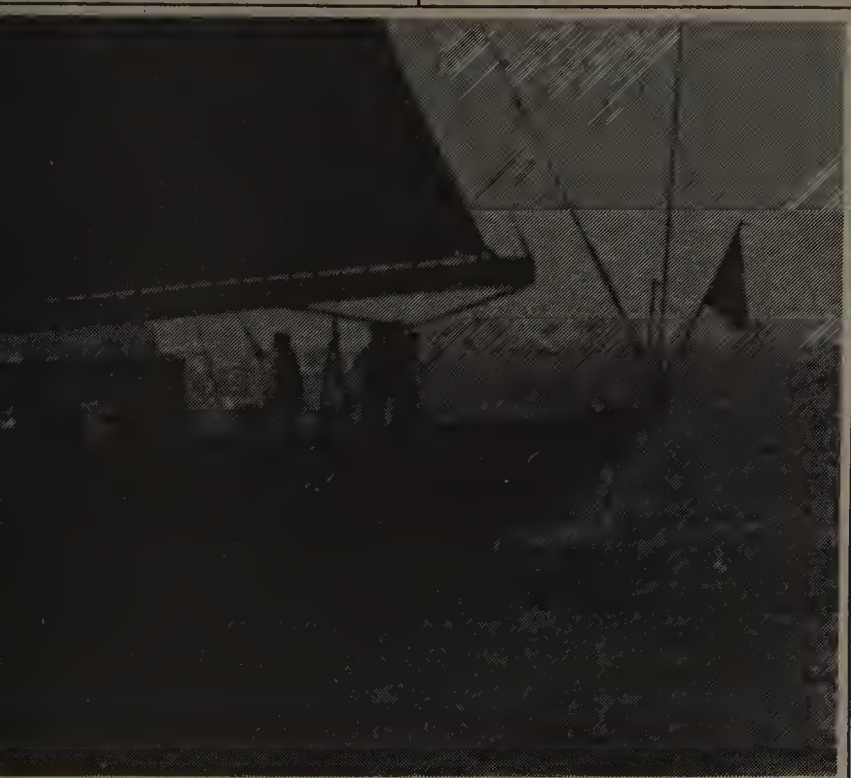
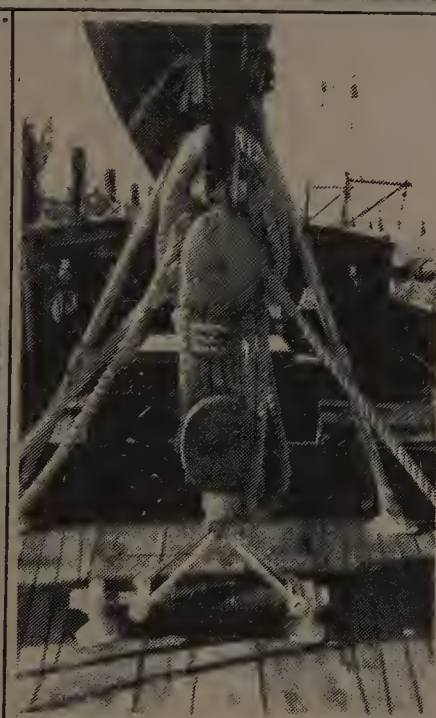
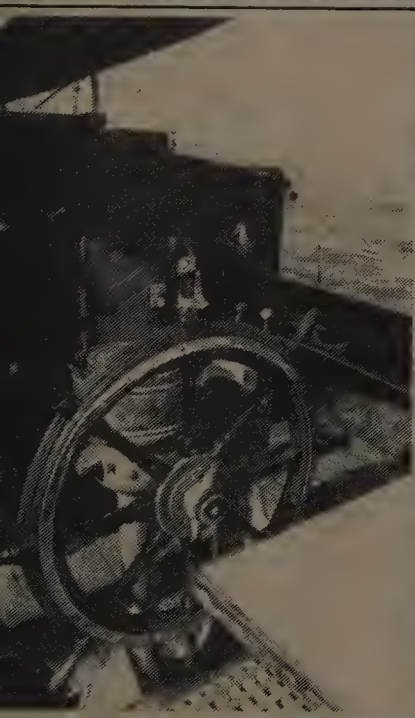
John Skoriak of the overbuilt 396,720 pounder. "But she can get up to 16 knots without complaining. A couple years ago, we reached down the North Bay side-by-side with the maxi *Diabliesse*. We're pretty sure the only faster wooden boat around is the *Californian*, though the *Wanderbird* crew may disagree. We're all looking forward to proving it at next spring's Master Mariner's Regatta!"

The boat also satisfied vom Berge's third criterion, that of comfort, both above and below decks. Stepping onto *Fair Sarae's* decks, one

is struck by the simplicity of the staysail schooner rig, a set-up which allows the boat to be easily sailed by only two or three crew. The deck layout is functional (from the same half-century old *Yachting World* article: "In equipment the ship shows evidence and appreciation of good gadgets without any sign of the current yachtsmen's complaint of 'gadgetitis'."), and there are few visible concessions to the modern world other than a radar dome on the mainmast and an inflatable dinghy hanging from the starboard-side davits.



FAIR SARAE



Three different companionways lead below (the aft one into the topside navigation and "control" room; the middle one down a carpeted staircase to the main salon; and the forward one to the crew quarters). *Fair Sarae's* interior is quite spacious, broken up into three areas: farthest aft is the owner's living quarters (consisting of an elm-panelled master bedroom; just one guest cabin; two heads, complete with a full-sized tub and heated towel racks; and a study); in the middle is the gigantic salon and galley (which has boasts a refrigerator large enough to freeze a whole sheep!); and forward is the crew quarters (two separate small cabins, a large forecabin, another head and a workshop).

Attention to detail is evident throughout, and were it not for the gentle motion of *Fair Sarae* at the dock, we could have sworn we were in an elegant Nob Hill apartment instead of a boat. Of course, there's a lot of details that one can't see as well — such as the 2,670 feet of wiring and 1,500 feet of piping necessary to make all the conveniences work.

Likewise hidden from view is the palatial engine room, which is accessed from an iron ladder inside the stern deckhouse. Housed in a room the size of a two-car garage is a powerful GM 892 V-8 200 HP diesel engine (the third power plant she's had) with a 1,250 gallon fuel tank capacity. *Fair Sarae* could motor to Hawaii and back, and probably still have enough fuel left over to make it down to Cabo.

It all adds up to a fast, comfortable and safe family cruiser, precisely what vom Berge intended. Sadly, vom Berge's enjoyment of his heavy-weather masterpiece was short-lived: he sailed her precisely once before World War II broke out and the British Royal Navy seized all private yachts. (*Jeanry* spent the war in mothballs, as her irate owner "retained" a few of her vital working parts before turning her over to Mother England.) Soon after, vom Berge died. Afterwards, his dream boat was sold to Greek shipping tycoon Stavros Niarchos, who added a few modern touches and renamed her *Eros II*.

Other than one passage to New York, the boat spent the next two decades (and one more owner) motoring around the Mediterranean ("As far as I can tell, they hardly ever took the cockpit awning off," says Lucy) in the tame waters of the Mediterranean.

Enter Mrs. Bancroft. In 1977, Lucy was looking for a boat ("something around 70 feet") with which to start a Caribbean charter business. Lucy had only been sailing for four years prior to that, but after a bunch of sailing lessons in Rhodes 19s and an Atlantic passage on an 80-foot schooner, she was completely hooked. Ian Curlewis, who became her first captain and mentor, located *Eros II* and after a month of haggling with the Greeks ("They're very chauvinistic. They wouldn't believe that a woman wanted to buy the boat, even when I offered them cash!"), Lucy was a boatowner for the first time.

Lucy quickly renamed the schooner *Fair Sarae* (pronounced "sah-ray"), a family name. After a haulout in Malta, Lucy sailed off to the Caribbean, where she set up a successful winter charter business out of Antigua. *Fair Sarae* summered in Boston, where Lucy did a thriving business in "corporation daysails" for six seasons. In 1984, *Fair Sarae* finally came home to the Bay, living at Treasure Island for a year before moving to her current berth in Sausalito.

Lucy has continued her day charter business locally, though not nearly with the intensity of her East Coast endeavors. When the boat goes out — usually two or three times a month — Lucy sails *Fair Sarae* with skipper Pete Estabrook and his wife Ginny, long-time friends John and Susan Zivnaska, John Skoriak and various French exchange students that live intermittently at her house. "We haven't sailed as much as I'd like in the last three years," says Lucy, referring to the long illness of her husband, who passed away last year. ("Don tolerated my passion for sailing, but didn't share it," she says.)

"Now it's time to use the boat some more. Maybe we'll head down to Mexico next winter," figures Lucy. "A boat like *Fair Sarae* should be out at sea."

— latitude/rkm

OYRA/E-22/WBA/SBRA



This month we conclude our annual three-part salute to the '89 season champions by introducing the winners of the Ocean Yacht Racing Association (OYRA), Etchells 22, Wooden Boat Racing Association (WBRA) and Small Boat Racing Association (SBRA). Last year at this time we also profiled winners of the Singlehanded Sailing Society (SSS) and the Women's Racing Association (WRA). We're not overlooking them; rather, neither group organized their schedules this year in such a way to produce a season champion.

Also, last year at this time we went into excruciating detail on the general health, activities and future of each organization. But as the ghost of deadline present is breathing — heavily — down our necks this night before Christmas, we'll keep it short and sweet this time around.

OYRA is the umbrella group for IMRDA (IMS racing), PHRO (PHRF racing) and MORA (PHRF racing for boats under 31 feet). We hate to be the harbingers of bad tidings at this time of the year, but if a horse's health

declined at the same rate that local handicap racing has in the last few years, they'd shoot it. In 1989, however, it was encouraging to observe a slight increase in OYRA numbers over the previous year — a trend we'd like to see continue into the '90s.

For more information on OYRA, contact Franz Klitza at 644-9582. Paul Altman (632-7461) is the incoming president of IMRDA; Alex Malaccorto (408-432-4277) is the main man for PHRO; and John Dukat (972-2173) can tell you everything you might want to know about MORA. Of course, if none of these guys are readily available to answer your questions, you can always call the ultimate umbrella organization — the Yacht Racing Association (YRA) at 771-9500.

While the ocean remains fairly unpopulated by racers of late, the one design classes of WBRA (Bears, Birds, Folkboats, IODs and Knarrs) and SBRA (13 various

dinghy classes and one "open" class) remain a bastion of consistency in Bay Area racing — and the Etchells 22 fleet is positively flourishing. John Ravissa (388-6755) is the man to talk to about E-22s; Tom Allen (474-7474) can fill you in on the woodies; and Scott Rovanner (939-4069) is always glad to talk about SBRA.

Whew! After pounding out 30 interviews over the last three months, the '89 season winners are finally behind us. We've had fun meeting all the faces behind the names we print so often in *The Racing Sheet*, and we hope you've enjoyed meeting them, too. That about wraps it up, except to mention that the winners on the adjacent page are just as deserving as the ones we chose to profile in more depth (unfortunately, space limitations mean we can't interview everyone). Congratulations to all!

— latitude/rkm

SEASON CHAMPIONS



SBRA

EL TORO SR. — 1) Dennis Silva, RYC; 2) Aad Rommelse, RYC; 3) Steve Briggman, SJSC. (35 boats)

THISTLE — 1) Micheal Gillum, BSC; 2) Ron Smith, SJSC; 3) Dean Iwahashi, FYC. (17 boats)

LIGHTNING — 1) Mike Molina, RYC; 2) Tim Barnes, DSC; 3) Bruce Arnold, RYC. (8 boats)

SHIPE — 1) Tom Dobroth, NoYC; 2) Packy Davis, StFYC; 3) John Kelly, RYC. (12 boats)

FJ — 1) Phil Kwiatkowski, FSC; 2) Dave Wallace,

FSC; 3) John O. Walsh, RYC. (20 boats)

DAY SAILER — 1) John Field, SCYC; 2) Len Fiock, SCYC; 3) Vincent Lyddane, PAYC. (8 boats)

505 — 1) Jim Wondolleck, RYC; 2) Chris Klein, RYC; 3) Paul Tara, RYC. (19 boats)

FIREBALL — 1) Craig Perez, RYC; 2) Gary Boell, RYC; 3) Patrick Grey, RYC. (8 boats)

LASER II — 1) George Pedrick, RYC; 2) Gary Bergero, LMSC; 3) David Menis, RYC. (17 boats)

CONTENDER — 1) Rich Miller, CSC; 2) Gil Wooley, SCYC; 3) Kirk Price, CalSC. (6 boats)

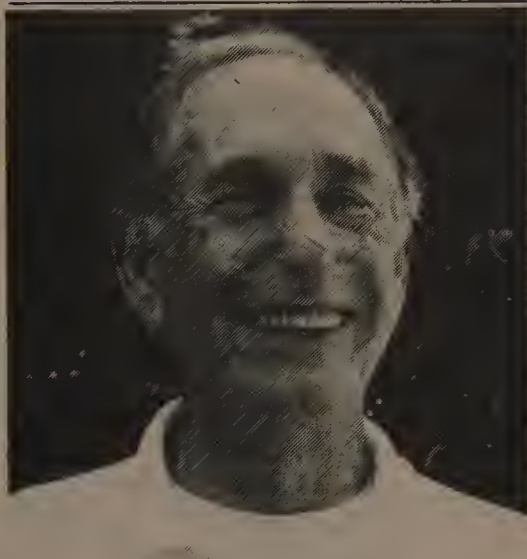
WBRA

BIRD — 1) Puffin, Jim Van Dyke, StkSC; 2) Kittiwake, Lowden Jessup, SYC; 3) Swallow, Bob Copple, SFYC. (9 boats)

BEAR — 1) Smokey, Steve & Josselyn Robertson, StFYC; 2) Trigger, Scott Cauchols, SFYC; 3) Chance, Glenn Treser, AYC. (12 boats)

FOLKBOAT — 1) Thea, Tom Reed, IYC; 2) Galante, Otto Schreler, GGYC; 3) Volker, Jerry Langkammerer, GGYC. (10 boats)

IMRDA Wave Runner Luffe 48



Lon Price
Richmond YC

"This boat's a keeper!" claims Lon Price of *Wave Runner*, his eighth boat (others included a Bermuda 40, a BB-10 called *Adventura* and, most recently, the Luffe 44 *Mary-jane*). "She's my favorite so far: fast, pretty, and well behaved," says Price, a private investor. "She's just a great all-around boat!"

Of course, winning a few races hasn't dampened Lon's enthusiasm for his year and a half old Danish built, Olaf Jorgensen-designed Luffe 48. Price and his regulars (primary helmsman Craig Collins, Tom Krase, Robert Heubner, Bradley Latham, Marty Swank, Steve Gilcrest, Mike Dorwart and Neil Dry) won four of the seven races in the IMRDA ocean series, and never finished worse than third. "But the series wasn't really well attended," admits Price, who listed the "tried and true tactic of making every race" among his secrets of success.

Wave Runner also made her presence felt on the Bay this summer by winning the all-IMS Stone Cup II. However, Lon prefers sailing in the ocean, and in fact used the IMRDA series as a tune-up for the '89 TransPac. In retrospect, he wishes he'd entered the IMS division of the TransPac, where he figures he would have ended up second. "I'm not even going to bother renewing *Wave Runner's* IOR certificate," Lon confesses.

Another highlight of Price's summer was delivering his boat back from Hawaii. "It was even better than the race!" he recalls. "We spent six or seven days on the edge of the High in absolutely perfect sailing conditions."

2) *Petard*, Farr 36, Keith Buck, CYC; 3) *Annalise*, Wylie 34, Paul Altman, IYC. (16 boats)

PHRO Rocinante Beneteau 42



Alex Malaccorto
Richmond YC

Argentine-born Alex Malaccorto enjoys ocean racing ("Buoy racing's not our thing — it's over too soon.") He's put in ten years in MORA with his Yankee 30 *Rocinante*, followed by the last three in PHRO with his Beneteau 42 of the same name. When Alex says that showing up for every race is part of the winning formula, he's not kidding: he hasn't missed an ocean race in 13 years!

Other factors in Alex's winning season were some new "Genesis" sails and a fully battened main, as well as a dedicated crew (Richard and Leanne Bryant, Bob Cram, Ed Searby, Rick Biedenweg, Guy Frank and Jocelyn Nash). Malaccorto runs a democratic ship, sharing tactics and driving (they switch every half hour). "We're a closeknit bunch," says Richard Bryant. "Alex only screams at us a little bit, and we generally deserve it. Of course, we scream right back!"

Other than winning the season over *Blitz* (which also rates 72, but is 10,000 pounds lighter) in the final race, the highlight of *Rocinante's* summer was the Catalina Race, where they hit speeds in the low 20s — not bad for a boat with two heads, two state-rooms, an ice maker and every other creature comfort imaginable. The only bummer was blowing up the same 1.5 oz. kite four times, including once right at the StFYC finish line.

Alex is currently looking forward to sailing *Rocinante* in the Pacific Cup next July. "And someday," sighs the busy Silicon Valley electronics executive, "I'm going to hang it up and sail off into the sunset."

2) *Blitz*, Express 37, George Neill, RYC; 3) *Spindrift V*, Express 37, Larry Wright. (21 boats)

MORA Bloom County Mancebo 30



Carl (l) & Mark (r) Ondry
Sequoia YC

The most successful Bay Area father/son ocean racing team of the '80s was Carl and Mark Ondry, owners of the Mancebo 31 *Bloom County*. They've been gutting it out in the "midget ocean" for 11 straight seasons, five on their Yankee 30 *Wildfire* and the last six on their current "maxi-MORA" machine. "We've even outlasted the comic strip we named the boat after," laughed Carl, a pharmacist and "elder statesman" on the boat.

This was the third overall victory in a row for *Bloom County*, as well as their narrowest win ever. "It was nip and tuck with *Friday* all season, and it came down to the last race," says Mark, the primary helmsman. Other crewmembers included Tony Basso, Kim Desenberg, Pam Eldredge, John Kelly, Chris Peterson and Matt Soderer.

"We won because we were well prepared, and always went out with the attitude that we were going to have fun," claims Mark, a sailmaker at Pineapple Sails and a member of the PHRF and MORA boards. "I really enjoy sailing with my Dad, and not just because he pays the bills!"

The eight-race MORA season was a varied one, ranging from the 40-knot Jr. Waterhouse blowout ("We were hitting 18s on the ride in!") to an after dark finish in the Farallones drifter. "The MORA schedule is really different next year, which hopefully will bring out more competition," says Mark, who's also looking forward to doing the resurrected Santa Cruz to Santa Barbara Race, the South Tower Race and the Jazz Cup.

2) *Friday*, Express 27, John Liebenberg, RYC; 3) *Current Asset*, Isl.30, John Bowen, IYC. (33 boats)

SEASON CHAMPIONS

**Etchells 22
Ultraviolet
#577**



**Don Jesberg
StFYC/SFYC**

Don Jesberg crammed more sailing into one season than most of us do in a lifetime: he won the 28 race (7 throwouts) Etchells 22 fleet championship going away; came in fourth in the Etchells 22 Worlds in San Diego in August ("the sailing highlight of my summer"); and did the Ensenada Race, Cabo Race, TransPac and Big Boat Series on *Mongoose*. Somehow, he also held down his full-time job as a San Francisco stockbroker and got married to his wife Eugenia back in April. "It was a busy summer," admits Don.

But then, Jesberg's always been busy: his sailing credentials include many miles on his family's Cal 33 *Vicarious* (including being dismasted in the '73 TransPac), two world tours on the legendary *Imp*, stints on three *High Rollers* and two *Sidewinders*, *Pegasus*, *Bullfrog* and many more. Jesberg — a product of the SFYC junior program — has also owned and raced an El Toro, FJ, Laser, Finn, Soling, 470 and Snipe over the years.

Jesberg's sailed Etchells since 1981, when he and his brother Steve and father David bought hull #110. Soon after, they moved up to their current Ontario Boatworks-built *Ultraviolet* (named for his mother Violet). The Jesberg trio won the class championship in 1987, and may well have repeated in '88 but for Don's back surgery. This summer, sailing with Steve as his bowman and Rob Anderson, among others, in the middle, Jesberg came back strong, finishing 40 points ahead of the next boat. "But it's never easy," says Don. "It's the best competition on the Bay."

**WBRA
Hyperactive
Knarr**



**Stranton (l) & Williams (r)
Saint Francis YC**

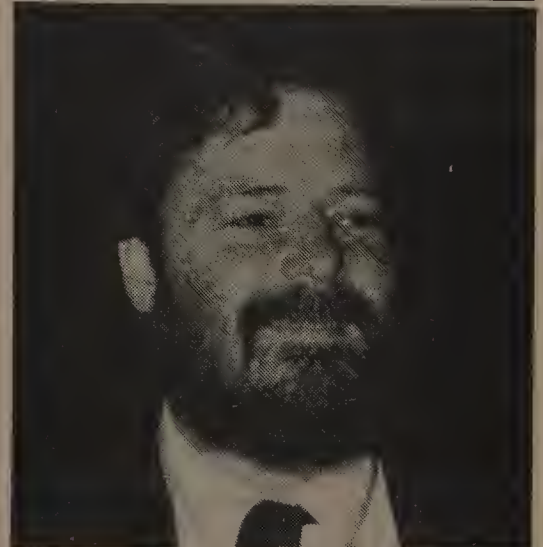
Wayne Stranton literally sailed 150 days last year and he blames Hans Williams for his addiction: "We met at the College of Marin seven years ago," explains Stranton, a graphic artist. "Hans' family had a boat, and that's how I got into sailing." The boat was *Kestrel II*, a wooden Knarr that the duo sailed to two second place WBRA finishes in the mid-'80s.

Last year, the partners switched to their current fiberglass Knarr, a 1980 Borsen Boatworks (Denmark) model. "We named it *Hyperactive* after a Robert Palmer song. Also, we're a lot younger — and poorer! — than the rest of the class, and we have a lot of energy, so the name fit," says Williams, a carpenter who learned to sail in Flowerpots at the SYC junior program many years ago.

This year, Stranton and Williams (who alternate as driver and tactician) — made up their minds to win the season championship, which they did despite threats from *Lykken* and *Silk Purse* in the home stretch. Along with their enthusiastic crew of Mark Horick and Joel Fong, they also took a third in the Worlds (top American boat for the second year in a row), a second in the Volvo Regatta and won the fun Wednesday night series.

In addition, Wayne did a lot of Laser sailing while Hans crewed on the J/24 *Boomerang*, which provided him with a not-so-cheap thrill when it sank under him during a windy Bay race in July. Next summer, Williams will race with Horick and Fong joining him as partners, while Stranton will concentrate on campaigning his new Laser.

**WBRA
Profit
IOD**



**Henry Mettier
San Francisco YC**

Henry Mettier, a Healdsburg-based importer and sculptor, knows his International One Design (or "IC", as they're also known) like the back of his hand. He ought to: he literally grew up sailing on *Profit*, the IOD that first his father and now he owns. The 42-year-old woody — originally built for the King of Norway — is six years older than Henry and has been in his family for over 20 years. "And she's faster than ever," he claims.

Continuing the family tradition (his dad, Henry Sr., won "seven or eight" championships), Henry has dominated the IOD fleet for the last three seasons. Fittingly, his father — who's retired from racing now — occasionally tows *Profit* to the starting line in his Bertram 38 and observes the racing.

Mettier, the driver, has sailed with the same crew for four years now: tactician Ron Young, sewerer Tom Begley and foredeck hand Jim Poorman, who co-owns the boat. Ironically, their victory this summer was disputed for awhile — despite running away with 15 firsts in 27 races — because of some administrative problem with Mettier's USYRU membership (interestingly, all IOD owners are required to be members) that eventually was straightened out. "It wasn't handled very well," states Henry diplomatically.

Mettier — like Jesberg, an alumnus of the powerful late 60s/early 70s SFYC junior program — qualified for next May's International Race Week in Bermuda, and hopes to make it to the Worlds in Scotland in June. "That would be a dream season!" he says.

2) *Abracadabra*, Dennis Surtees, StFYC; 3) *Mr. Natural*, Bill Barton, SFYC. (32 boats)

2) *Silk Purse*, Mark Adams/Matt Blake, RYC; 3) *Lykken*, Bob Fisher, SFYC. (29 boats)

2) *Bolero*, George Degnan, RYC; 2) *Accounts Payable*, Rich Pearce, SFYC. (10 boats)

SEASON CHAMPIONS

SBRA — Div. A El Toro Jr. Student Driver



Rebecca Harris
Richmond YC

Rebecca Harris, at the tender age of 14, knows exactly what she wants to be doing in the summer of 1996: "My goal is to be the U.S. women's Olympic representative in the Eurodinghy class," states the Vacaville eighth grader. "I haven't sailed one yet, but they look neat, like 'mini-Finns'."

She appears to be on her way, winning all but one regatta this summer on the SBRA El Toro Jr. circuit, as well as coming in second in the Nationals (to arch-rival Matt McQueen) and winning the Stockton Invitational. When not sailing her blue '85 Caballero El Toro, Rebecca's out on her Laser, or crewing on Snipes, Laser IIs or other boats. One memorable moment this season was steering a race in the Big Daddy Regatta on the Express 37 *Secret of NIMH*. "I really want to get good at this sport," she declares. "Someday, I'd like to be able to beat Giselle Camet!"

Rebecca practices whenever possible, and works out on a hiking bench and reads books on racing when she's away from the water. But it wasn't always like that: "I was seven when I started sailing and I absolutely hated it! I used to scream and cry," admits Rebecca. "But now I'm really glad my Dad made me stay with it. I might even crew for him next summer on his Cal 20 *Humbug*."

Rebecca also looks forward to the day when she can share her go-fast secrets with her nine-year-old sister Amy. "Right now, she hates sailing the way I used to," says Rebecca. "But I think there's some hope for her!"

2) Melina Hoyer, RYC; 3) Faye Menis, RYC; 4) David Wilson, RYC; 5) S. Lechner, SCYC. (16 boats)

SBRA — Div. B Laser #225



Ed Bass
Richmond YC

Eighteen-year-old Ed Bass of Novato is a fast learner: he starting sailing in *Calliope*, his family's Cal 20, at age ten, but "only really got serious about the sport a few years ago." He bought his unnamed orange-red '79 Laser in the fall of '87, subsequently winning both the '88 and '89 SBRA Laser championships. He attributes his virtually overnight success to practicing almost every weekend, boat preparation, and going to all the races.

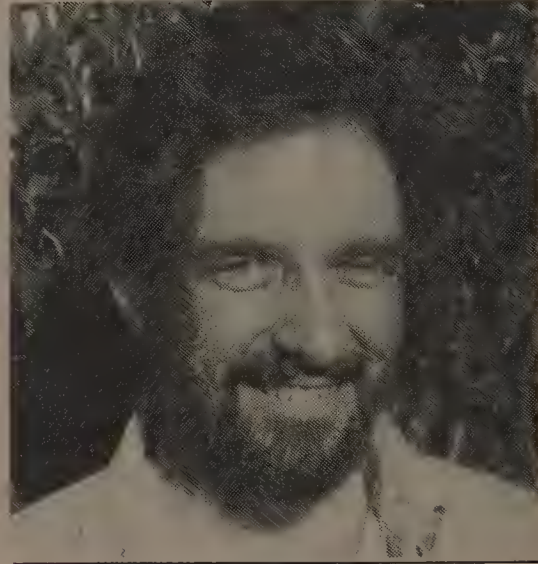
"Mental preparedness is a big factor, too," says Ed, who credits the Richmond YC junior sailing program with teaching him "that 90% of all races are won at the dock."

Bass, a freshman at Sonoma State in environmental studies, annihilated the SBRA Laser fleet this year, attending 33 of 36 races and beating the second place boat by 100 points. Highlights of his season included beating 15 boats in the shifty Encinal YC Regatta, winning the Around-the-Island (of Alameda) Race and topping the 20-boat RYC Small Boat Midwinters, which he claims offers a higher caliber of competition than SBRA. "There are some good sailors in SBRA, guys like Pat Andreasen and Al Sargent, but they don't always show up," claims Ed.

Bass, who worked at West Marine Products in Sausalito last summer, is ready to branch out next year. Big boat racing doesn't do much for him, but he's enjoying sailing FJs on the collegiate circuit. He recently attended the Japan-U.S. Goodwill Regatta in Newport Beach, and is eager "to do more racing outside the Bay Area."

2) John W. Walsh, RYC; 3) Al Sargent, SYC; 4) Jack Gross, DSC; 5) Jim Balafer, RYC. (39 boats)

SBRA — Div. C I-14 *The Mint Bar*



Kurt Schmidt
Richmond YC

"I enjoy crewing," claims San Rafael-based general contractor Kurt Schmidt. "I'm not a helmsman — if you breathe wrong in these things, you tip over!" What Schmidt is, however, is a very competent crew and organizer, which explains why his five-year-old Jay Cross-designed "third generation" I-14 won the SBRA title this year.

"Actually, the boat's not even mine," he explained. "It belongs to Kers Clausen, who I've sailed with for about 15 years." Clausen, a friend since high school, devoted his summer to organizing the I-14 Worlds, so he could only steer half of the SBRA races. Accordingly, Schmidt recruited Mark Starratt, a 22-year-old hotshot out of Palo Alto, to fill in. Starratt also steered *The Mint Bar* ("A bar in Idaho Kers and I have fond memories of.") in the Worlds.

"That was both the highlight and the lowlight of the summer," figures Schmidt. "It was a thrill to sail with 110 boats on the line, but we were off the pace, and then ended up breaking our mast."

Except for the occasional Vallejo Race, or fooling around with his Fireball or Clausen's Etchells 22, Schmidt remains devoted to the high-tech developmental I-14 class. He and Kers have campaigned a bunch of them (*Elmer's Socks*, *Moosemouse*, *Jackalope*, *Floyd*) over the years and are among the mainstays of the local class. "Two other boats — the Toschis' and Zack Berkowitz's — were impressive this year," allows Kurt. "Going to all the SBRA races was our edge."

2) Steve & Anne Toschi, StFYC; 3) Dave Klipfel, RYC. (15 boats)

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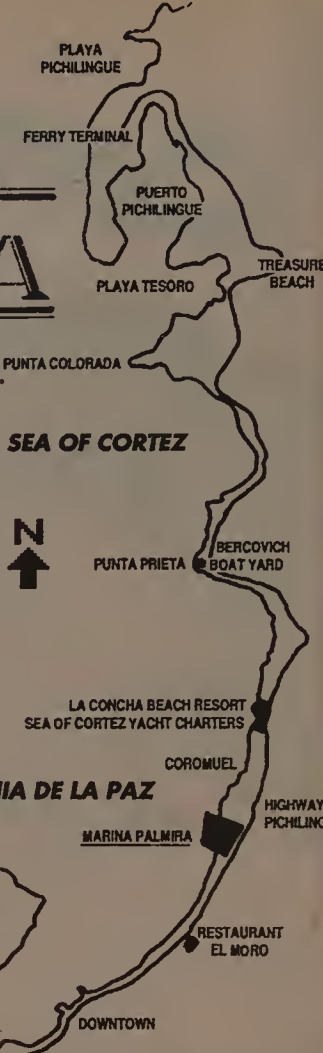
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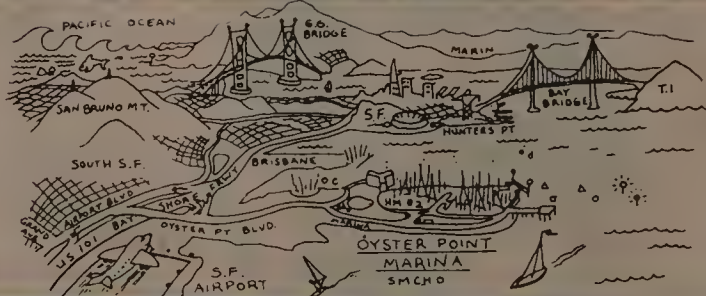
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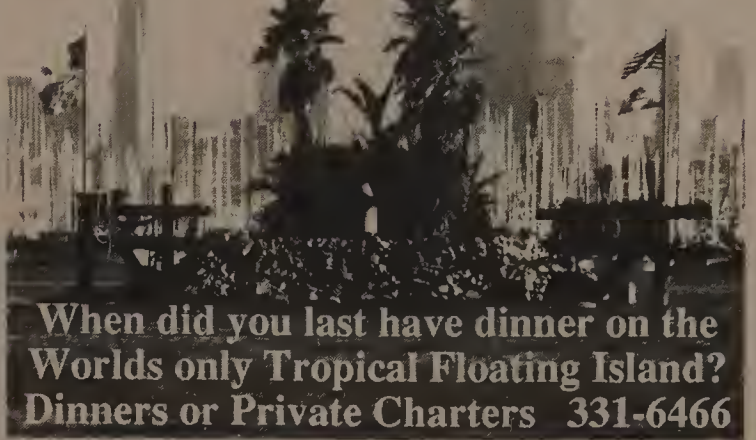
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Some Like

the california to mexico

Less is more, so when we came up with the idea of the Some Like It Hot Cruisers Rally three years ago, we immediately decided that the first thing it shouldn't have is rules. All you have to do to take part now, as then, is show up at Papi's Deli in Cabo San Lucas and sign the log. In return, you get an ice cream cone and a chance at one of our nifty new "Some Like It Hot—Class of '89-'90" T-shirts. Signing up also automatically qualifies you for door prizes to be awarded at Baja Sail Week which starts, appropriately enough, on April Fool's Day this year.

So how's the Rally going? Well, we're not sure if the third year's a charm or if it's just that more lucky folks got to go cruising south this year, but the first 148 boats listed here mark an all-time high for this early in the season. If you're not one of them, be sure to stop in at Papi's sometime in your cruise before the Rally officially ends on February 1. Okay, so there is one rule. The deli is kind of a cruisers' clearing house in Cabo. Proprietors Gil and Karen Oyanguren and their five (six?) kids are good folks to know and very knowledgeable about the area and procedures yachties must go through.

On that latter subject, they included a few notes with this first SLIHCR list concerning what's going on in Cabo these days, such as:

There's a new procedure for checking in at Cabo that now includes customs. The proper check-in order now is: 1) Immigration; 2) Port Captain; 3) Customs; 4) Back to Port Captain; 5) Papi's.

The new (actually old, but only recently enforced) "import permit" required for stays of six months or more in Baja, can be had in Cabo. La Paz seems particularly strict about these — you may recall that about 20 boats were impounded there a few months back for not having them. The bad news, Gil and Karen report, is that they aren't any cheaper in Cabo. In one of those nifty sidesteps of Mexican officialdom, there is no actual fee for an import permit — it just costs 100,000 pesos (about \$40) to have the rest of your paperwork inspected before you can get one. If you're going to be down there for longer than six months, our advice is to bite the bullet and get one early.

Finally, at long last, they have begun construction of slips inside the inner harbor at Cabo. Marina manager Dave MacRoberts says that the first of them should be completed by the end of the year. For more information on this, call (619) 297-6222.

In the March issue, we'll rally around the rest of the SLIHCR participants and review how the first annual Cabo Christmas Cruisers Carnival (now in progress) went. Until then, stay cool... uh, hot... um, we mean....

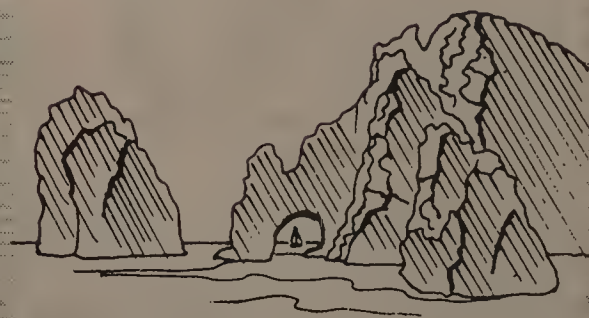
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1. **Together**/Mariner 50/P. Shores/Huntington Beach/Costa Rica.
2. **Mischief**/Hunter 34/Russ Fields/Glen Cove, CA/Pensacola.
3. **Vivace**/Azumit/Layne Prater/Marina del Rey/Manzanillo.
4. **Dream Trader**/Ocean Alex. 50/B. Davidson/Santa Cruz/La Paz.

5. **Endless Weekend**/Passport 40/Bob Zensius/S.F./Acapulco.
6. **Pritty Lady**/Columbia 40/Doug Ryan/Wilmington/Open.
7. **Sea Pod**/Nor Sea 27/Bill Wing/San Francisco/Open.
8. **Pegasus**/Westail 32/Rod Thompson/Houston, TX/Acapulco.
9. **Jack Iron**/Steel 32' Tahitiana/R. Glenahinning/Victoria, BC/La Paz.
10. **Hotel Cahhalifornia**/Catalina 36/Doug Cahhal/San Diego/La Paz.
11. **I 'n I**/Fuji 32/Scott Bradley/San Francisco/Open.
12. **M.V./Elfin** 76/Les Holmes/Vancouver/La Paz.
13. **Jupiter**/Gulfstar 41' Sloop/Cajun Cam/San Francisco/Caribbean.
14. **My Obsession II**/Cal 34/Les George/Oceanside, CA/Cabo.
15. **Pacific Adventurer**/Rick Jordan/Arlington, WA/Cabo.
16. **Pyrza**/30' Custom ULDB/Dan Cassina/Santa Cruz/Mainland.
17. **Sparkle**/35' Steel Cutter/Gary Webb/Port Townsend/???
18. **Gypsy Warrior**/Freya 39/Rick Gio/San Francisco/Cabo Race.
19. **Serendipity II**/Tayana 42/George Perkins/Ventura/So. Pac.
20. **Live Now II**/47' Ketch Vagabond/P. Moncourtois/Oxnard/So. Pac.
21. **Opal Eye**/Islander 36/Doug Bankler/San Diego/Z-town.
22. **Seute Deern**/Ketch/Art McNab/San Francisco/???
23. **Gigolo**/Catalina 34/Gary Wood/San Francisco/Z-town.
24. **Easy Street**/Ketch/Frank Dietrich/Sacramento/Z-town.
25. **Earl of Mar**/SC 50/Robert Doyle/Seattle/Manzanillo.
26. **Galatea**/Rafiki 35/Loren Dunham/Alameda, CA/Mainland.
27. **Djinn**/Overseas 41' Ketch/Skip Stark/Channel Isl/Acapulco.
28. **Moongoose**/SC 70/Homer Lighthall/Santa Cruz/Cabo Race.
29. **Gitane**/Columbia 52/Richard DeWolfe/San Pedro/Cabo Race.
30. **Bag End**/Westail 32/Nancy Chism/San Francisco/Sea of Cortez.
31. **Black Magic**/Cascade 36/Jerry Bakke/Portland/La Paz.
32. **Dulcinea**/Orion 27/David Dias/San Francisco/Manzanillo.
33. **Stealaway**/Willard 8-ton/Jack Jandreau/Portland/South.
34. **Ecthelion**/Union 36/Lue Kerr/Victoria, BC/Mexico & Beyond.
35. **Hasty Heart**/Centurion 47/Rick Pearce/San Francisco/Acapulco.
36. **Blue Snail**/Corbin 39/Frank Stoces/Vancouver/Hawaii.
37. **Clovelly**/Hans Christian/Ken Barbeau/Vancouver/World.
38. **Miki**/Ann/Union 36/Don Parrish/St. Louis, MO/La Paz.
39. **Wizard**/Fuji 32/Charlie Ricketts/San Diego/South Pacific.
40. **Dulcinea**/Dreadnaught 32'/T. Wilhelm/San Clemente/South.
41. **Pangea**/Bristol Channel Cutter/Garnel Grylls/Here & There.
42. **Scheherazade**/Passport 42/Kent Andies/San Francisco/Carib-Med.
43. **Geja**/Islander 36/Dick Sandys/San Francisco/La Paz-Acapulco.
44. **She-Wolf**/Tayana 42/Wally Abernathy/Oakland/Manzanillo.
45. **Haere RA**/Baba 30 Cutter/Ron Massengil/Port San Luis/Costa Rica.
46. **Avatar**/45' Alum. Cutter/George Milum/San Francisco/So. Pac.
47. **Mintaka**/Pearson Triton/Michael Collins/San Francisco/Mainland.
48. **Tropical Star**/Sail/Roger Briggs/Santa Barbara/???
49. **Bi Jou**/Bristol Ch. Cutter/Carl Henger/Dana Point/Mexico.
50. **Kokana**/Peterson 44/Chuck Cattran/San Pedro/So. Pac.
51. **Maybe Tuesday**/Hardin/Wm. Doenisch/Los Angeles/Baja.
52. **Hejira**/Columbia 36/Dale Hobbs/Seattle/New England.

It's Hot!

cruiser's rally



53. Hybrid/Cust. Columbia 36/Rob Hamilton/Seattle/So. Pac.
54. Goliard/Slocum 43/Lionel Weiss/San Francisco/Europe.
55. Destiny/Cutter 33'/Vance Whitney/Seattle/Costa Rica.
56. Galadriel/Nor Sea 27/Jerry Lassiter/Twin Falls, ID/So. Pac.
57. Our Spirit/Peterson 44/David Wallace/Marina del Rey/Costa Rica.
58. La Mouette/CT 41/Chs. G. Taylor/San Francisco/Sea of Cortez.
59. Good Fortune/Garden Porpoise 47/unknown/S.F./Marion, Mass.
60. California/Albin Vega 27/Scott Fricker/San Francisco/Caribbean.
61. Independence/Freedom 27/Steve Verdon/Newport/Paradise.
62. Ocean Angel/38' Controversy/C. Marquis/Powell Rvr/S. of Cortez.
63. Iphigeneia/Cheoy Lee/Don Howell/Juneau, AL/Mexico.
64. Beluga/Maple Leaf 48/Duncan McCallie/Portland/Acapulco.
65. Waterbear/Pac. Seacraft/Richard Willett/San Diego/Mazatlan.
66. Seeadler/Spencer 42/David Freeman/San Francisco/Costa Rica.
67. Senta/Downeaster 38/Al Avey/Incline Vlg, NV/Acapulco.
68. Quadrivium/Sampson 45/Brian Hatlelid/Victoria, BC/Costa Rica.
69. Imagine/38' Trintella Sloop/Chichester, England/La Paz & UK.
70. Chanteuse/41 Dufour/Doug Hamilton/Seattle/Costa Rica.
71. Puesta del Sol/Peterson 46/R. Membreno/Wilmington/Panama.
72. Diva/Cutom 48/Ken Seright/Seattle/???
73. Tararisa/Westsail 28/Bob Aldridge/Seattle/La Paz.
74. Keet/Brown Searunner/Porter Turnbull/Seaside, OR/Africa.
75. Eelyos/Formosa 44 Cutter/Patrick Linton/Seattle/World.
76. Seeker/35' Sloop/Bill Key/San Francisco/La Paz.
77. Flying Cloud/CT 54/Steve Irely/Portland/Australia.
78. Shadow Fax/44' Sea Wolf/Robert Bence/Seattle/Virgin Isl.
79. Tethys/69' Colvin Schooner/Ken Wiemer, Everett, WA/La Paz.
80. L'escargot/Colin Archer/Ricky Malaise/Gavle Sweden/San Diego.
81. Judy K/Cal 2-27/Bob Van Gorder/Occidental/Mulege, BCS.
82. Aquila/Newporter 40 Ketch/Trevor Smee/San Diego/Caribbean.
83. Tegan/CT 38/Janet Pinder/Vancouver/Acapulco.
84. Perihelion/Force 50/Jay Crandell/Vancouver/Caribbean.
85. Trinity/Sail-Cutter/Al Herendeen/Long Beach/La Paz.
86. Linda "B"/Bristol Ch. Cutter/R. Martin/Ventura/La Puesta del Sol.
87. Abrazo/Acapulco 40/Wally Farrell/San Diego/???
88. Southern Cross/Trintella 36/R. Neitzel/Vancouver/So. Pac.
89. Good-Bye Girl/Lapworth 32/Ben Smith/Morro Bay/Mainland.
90. Year of the Dragon/Morgan OI 41/D. Rucker/Portland/P.V.
91. Reliance/Cal 46-3/Bill Curley/San Francisco/Caribbean.
92. Bequia Chief/Freedom 45/T. Tannehill/San Francisco/Caribbean.
93. Copacetic/Coast 34/Kevin Franklin/Victoria, BC/So. Pac.
94. Altair/Albin Vega 27/Simon Condy/Victoria/???
95. Lesette I/39' Corbin/Don Pardy/Richmond BC/Mexico.
96. Newitka/Horizon 36'/Mel Bacon/Victoria, BC/Hawaii.
97. Azura/Hans Christian 38/Ty Gillespie/San Francisco/So. Pac.
98. Kingston Eagle/Hans Christian 43/H.J. Williams/Seattle/Mexico.
99. Kaselehla/48' Ketch/Kees Ploeg/San Francisco/South.
100. Halcyon/True North 34/D. Manheimer/Seattle/Coconut milk run.

101. New Venture/Cal 29/Steve Wood/Alameda/???
102. Adios II/Liberty 458/Ron DeVries/San Francisco/???
103. D X/Whitney 42/Ernie Harding/Nanaimo, BC/La Paz.
104. Wind Gypsy/Hans Christian 38/S. Golly/San Francisco/Acapulco.
105. Cinnamon/Hans Christian 43/B. Desselle/Portland/Acapulco.
106. Nautical Wheeler/Mason 50/Stephen Nau/Portland/So. Pac.
107. Mystique/Mariah 31/Marshall Zacavich/San Diego/Acapulco.
108. Ulysses/Nor Sea 27/Chuck Pullen/San Francisco/Acapulco.
109. Chaska II/Pearson 323/Norman Runyon/Seward, AL/???
110. Marcia/Chriscraft/Howard Ross/Huntington Harbor/Cabo.
110. Spice Sea/Bayliner 32/Hal Pastorius/Dana Point/Manzanillo.
112. Kulia/Sailboat/Philip Sax/Sitka, AL/World.
113. Sushi Time/Grand Banks/Wayne Clemensen/Coronado/La Paz.
114. Courser/Cascade 42/Jack Baker/La Conner, WA/Acapulco.
115. Coho II/Spencer 1330/Ken Kleker/Juneau, AL/Sea of Cortez.
116. Claire de Lune/Peterson 44/M. Cahoon/Boulder, CO/Acapulco.
117. Our Way/Gerald Yound/Schooner/Moss Landing/World.
118. Wind Feather/Yorktown 35/Mike Doyel/Wilmington/Acapulco.
119. Allegro/Formosa 46 Ctr/Dick Hyatt/Portland, OR/Acapulco.
120. Canary/Westsail 32/W. Chandler/Redondo Bch/Sea of Cortez.
121. Shangri-La/Ketch 43'/Bob Shapley/Gig Harbor/Panama.
122. Boundless/Celestial 48/Bob Mocata/San Francisco/Z-town.
123. Exptition/Lancer 30/Charlie Mead/Portland, OR/Costa Rica.
124. Ichiban/Cheoy Lee 50/Lee Radke/Vancouver/Costa Rica.
125. Bon Cutter/Hunter 30/Hal Bon Cutter/San Francisco/Paradise.
126. Amola/Newport 41/Chuck Cannon/Santa Cruz/La Paz.
127. Animal House/Morgan OI 41/Chuck Bayuk/San Diego/Mainland.
128. Jim Dandy/Tri. 38'/Robert Lee/Chelsea, MI/Where it's warm.
129. Charisma/Traveller 32/Vic Jewhurst/Alameda, CA/Manzanillo.
130. Somnium/Islander 32/B. Mattersheact/Victoria, BC/S. of Cortez.
131. Libre/Bob Perry Ctr 35'/R. Parham/Ventura/P.V.
132. Jofian/Ketch 39'/Roy Grabenaeur/Richmond/Acapulco.
133. Alpenglow/40' Robt. Spray/T. Karihen/San Francisco/Mexico.
134. Baba BarAnn/Baba 40/B. Richardson/Seattle/West.
135. Pacific Adventurer/Canyon 43/R. Jordan/Everett, WA/Hawaii.
136. Tails of the Sails/Catalina 34/B. Groves/Marina del Rey/Tahiti.
137. Exit Left/38' Ingrid Ketch/Gail Lundin/San Francisco/Costa Rica.
138. Dream Machine/44' Sloop/J. Archer/Crescent Bch, BC/Hawaii.
139. Amazing Grace/Tashiba 40/M. Phillips/San Diego/New Zealand.
140. Metheus/Downeaster 38/Reg Russell/Seattle/Acapulco.
141. Alvodyne/Hallberg Rassy 42/J. Wintsch/San Francisco/La Paz.
142. Summerwind/Gulfstar 50/Bob Brehm/King Harbor/P.V.
143. Loco Viento/Catalina 34/Glen Herman/Oxnard/Florida.
144. Karefrey/Islander 36/Geoff Griffiths/San Diego/So. Pac.
145. Moko Jumbi/Hylas 42/Jim O'Connell/Seattle/Caribbean.
146. Lyo-Lyok/42' Cutter/Charlie Barefield/Seattle/New Zealand.
147. Runaway/36' Spencer Slp/Gary Titchenal/Santa Cruz/Caribbean.
148. Genesis/Niagara 35/San Francisco/Caribbean.

MAX EBB:

I still enjoy a day at the boat show. It's a day of complete indulgence in my favorite obsession, even when I'm not in the market for a new boat or major accessories. And it's amazing how most of the pitfalls of boat show-going (huge crowds, terrible fast food, sore feet, waiting in line, and even impatient friends) can be avoided by following a few basic guidelines for doing the boat show

design that didn't look at all suitable for jib sheets, to my eyes.

"Isn't this stuff much too stretchy for jib sheets?" I asked.

"Not at all, Max," answered the sailmaker. "It might stretch just a little more

"Give it up, Max. I have the last one in captivity."

right.

First and foremost: Go alone. Or if you do go with a group, plan to split up and meet again later — hours later. This is because a boat show, to the true *aficionado*, needs to be experienced in much the same way as a museum. There are some exhibits where you could spend hours, and others that you'd be happy to skip entirely. Of course, one companion who shares your tastes very closely is okay. But if the person knows a lot less or a lot more, uses their boat in different ways, or has a significantly different circle of sailing friends, then by the end of the day you'll be bored, confused, or exhausted — most likely all three.

That's why, though I enjoy sailing with many different groups of people, I found myself alone and happy at the ticket booth to the latest boat show.

My first stop is always at my sailmaker's booth. Aside from getting to fondle the new cloth samples and check out the latest in automatic reefing, I can usually leave my coat there for the rest of the day.

That's just what I had done when another customer came up to the booth and asked if the sailmaker had a set of special jib sheets for him.

"Since when are you in the jib sheet business?" I asked.

"These aren't just any jib sheets," interrupted the customer. "This is 'Intrepid Yacht Braid', and you can't buy it anymore."

"Here they are," said the sailmaker as he flopped two big coils of line on the counter. "Been lying around the loft for years. But I don't think they're going to be long enough for your boat."

The line had a soft white finish, and was constructed in a relatively loose plaited braid

than the usual double-braid, but the important quality for genoa sheets is that the stuff is very easy to twist — here, see what I mean?"

He demonstrated the ability of the stuff to twist easily.

"That means no kinks when the sheet runs through the fairleads," explained the customer. A hockle in the line can twist out instead of getting stuck. Conventional yacht braid — and this is even more true of some of the kevlar-cored line — is very stiff in torsion. That's why I like this stuff so much."

"But what about the stretch?"

"With only two feet between the clew of my 150 and the winch, stretch just isn't much of an issue. Now, for the number three jib, I have a very long length of line from the sail to the winch, so stretch is important. There I use kevlar sheets — but in that case the hockles aren't a problem, because the non-overlapping blade is so much easier to tack."

But then the sailmaker told the customer exactly how long the sheets were, and after some calculations they both had to agree, with much disappointment, that they were a little too short.

"Damn!" exclaimed the frustrated customer. "Almost had a new set of sheets. Well, if you run across any more of that stuff, let me know right away. Wish they still made it!"

When he had walked away, I picked up a piece of the sheet and examined it carefully again.

"What kind of boat does that guy have?" I asked the sailmaker.

It turned out to be a boat just a few feet longer than mine, making the jib sheets a



near-perfect fit for my boat. I thought it over for a second.

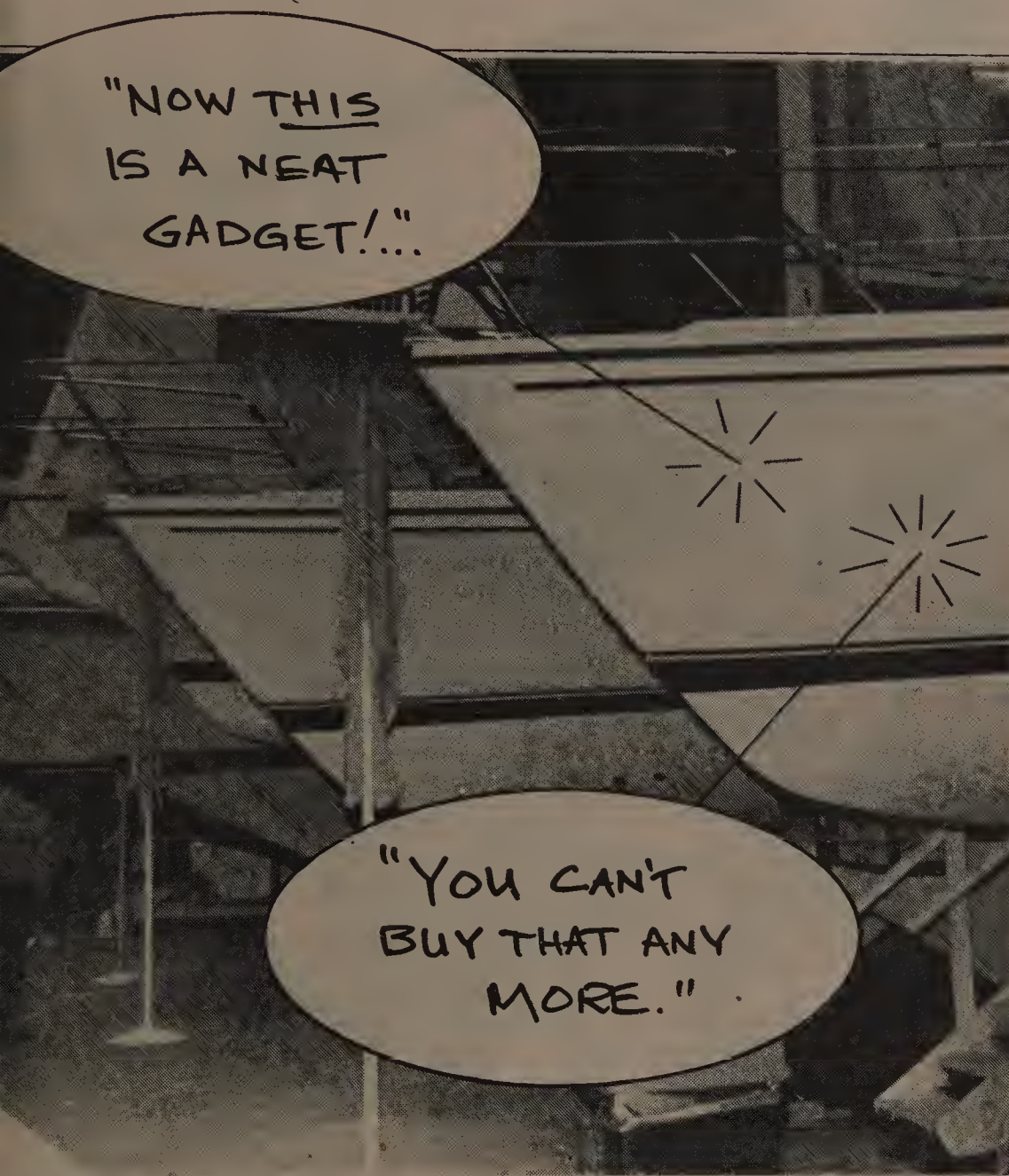
"Add them to my last repair bill," I said as I picked up both coils and stashed them with my coat behind a display board inside the booth.

The next stop was an exhibit set up by a store that specializes in navigation instruments, hard-to-find charts, books, and some electronics. I was after a particular type of course plotter, but as yet had not been able to find one like it for sale. I recognized the store manager standing in the booth.

"I'm looking for a course plotter," I said as I attempted to define a rectangle with my hands about four inches by twelve inches in size, "that has a little plastic sliding T-square and a setting for magnetic . . ."

"And it comes in a thin blue box?" he

SOMETHING OLD, SOMETHING NEW



enough down at the chart table while we're beating out to the Farallones, but I don't know about Max."

So as not to lose credibility with the store manager, I had to look at Lee as if I had no idea what she could be referring to.

"Have you seen this plotter?" asked the manager, leading me over to a table with a very large plastic instrument on display. "It's called the 'PBC Mark Three Navigation Plotter', and it does everything you could ever ask a plotter to do. Check it out."

"The skipper of the boat I raced on last season had one," volunteered Lee. "Actually, it was pretty neat when it was all set up with the race chart installed and aligned inside it, and the marks labeled and everything. But it took preparation. I mean, you couldn't just grab it casually and do a quick course check, unless it had already been set up like that. Also, it weighs about a pound, without the case, which is like, too heavy to justify its presence on an ultralight."

"You're a fanatic," I said as I started turning the huge plastic rings that caused a field of dotted lines to rotate on top of a chart of the Bay. "This does look like a handy gadget. Maybe I'll ask Santa for one next year..."

"I'm a fanatic? Max, who are you trying to kid?"

"What do you mean, Lee," I said, somewhat taken aback by her uncharacteristic outburst.

"Come on, Max. You know what I mean. You always come to these shows where all this cutting-edge technology is on display, and you always end up lamenting about all the old gadgets they don't make anymore. And besides that, I've never seen you buy anything."

"That's not true," I said, unsure if she was just kidding around. I started to mention the jib sheets, but when I remembered why I'd bought them, I decided to just let it pass.

interrupted.

"Yes, that's it. I think it's called..."

"The 'Director Instrument'," he interrupted again. "You can't buy that any more."

"That's too bad," I said.

"It was made by a small company in Sag Harbor, New York. They've been out of production for something like 15 years, and you know, we still get requests for them."

"Max, are you still trying to find one of those plotters?"

It was a woman's voice coming from dead astern of me. I turned around and sure enough, it was Lee Helm, a naval architecture graduate student I seem to bump into pretty regularly.

"Well hello, Lee," I said. "Imagine running into you here."

"Give it up, Max. I have the last Director

Instrument in captivity."

"We have aircraft style plotters that are just as fast to use," said the store manager.

I squeezed a few more times
and the light got brighter.

"For sure," answered Lee. "But then you have to add or subtract variation to get magnetic. I mean, I can do that accurately

As we came up to an eye-catching rack of spools filled with brightly-colored line of all different varieties, I noticed the same sailor who originally wanted those sheets. Lee lagged behind to look at some new

MAX EBB:

lightweight traveler cars, so I walked over to the man and smiled.

"Turns out those jib sheets are just right for my boat," I said in a low voice so Lee wouldn't overhear. "Thanks for giving me such a good sales pitch."

"What? Sorry, the video in this next booth is drowning you out," he said loudly. By the time I repeated myself, Lee was right beside me and I had to explain the whole thing.

"Oh, don't mention it," he said. "But you know what I just discovered? They don't sell my favorite kind of spinnaker sheet anymore, either. I used to have what they called 'spun dacron' braid. It was real easy on the hands, and also held its color very well, even after years of sun exposure. They just told me I can't buy that anymore!"

"Not another one!" Lee said. When the customer looked puzzled, she said, "Dacron spinnaker sheets are out. Wait til you try high-density polyethylene — some manufacturers call it Spectra. It's a lot like kevlar, but lighter, and unlike kevlar, you can melt it with a hot knife. I mean, everyone uses it for spinnaker sheets now."

"I might give it a try," he said. "But I still wish I could find rope with that soft spun dacron finish for other control lines, like cunningshams and twings and boom vang."

"Yes, I think I still have some of that on my boat," I said. "Too bad it seems to be off the market."

Lee rolled her eyes and feigned a moan.

"Come on, Lee," I said. "Surely there's something from the 'good old days' that you wish was still around."

"Well of course, Max!" she replied. "My seabag is getting pretty worn, but when I looked into replacing it, I found out it wasn't available anymore. It was made by Lands End out of the same material as those foulies they

bag is that it has a waterproof inner bag that zips in and out, and keeps wet stuff separate."

"Yes, I remember those," said our new

"Do you wear yours to fern bars?..."

were selling."

"That must have been way back when you were an undergraduate," I joked.

"It was before that, Max. I haven't been in graduate school forever, you know. Anyway, the really neat thing about this sea

friend. "A couple of my crew had them years ago. Great sea bags. But you can't buy them anymore."

WHAT ABOUT
THIS?... OR THAT?...
OR THOSE OVER
THERE?...

NOPE... NAH...
AND THAT? I HAVE THE
LAST ONE EVER MADE.

"So who cares?" said Lee. "I like that old sea bag, but I'm not going to lose any sleep because I can't find an exact replacement. With all the new stuff on the market, there's bound to be something just as good or better." She started to describe an ad she'd seen for just such a sea bag.

"I know the one you mean," interjected one of the sales people who had migrated over to where we were standing by the spools of line. "I think it's made by Line 7. We don't stock them, but I might be able to order one for you if we can find it in their catalog."

"While you've got the catalogs out," I said, "there's something else I'd be interested in ordering." I felt a sudden twinge of dread as I spoke, but avoided Lee's eyes and plunged onward. "Many years ago I had a pair of Sperry Topsiders with nylon uppers. They were just like the traditional canvas Topsider boat shoe, but they were just a little off-white when they were new, and there was a slight shine to the fabric. I think it was

SOMETHING OLD, SOMETHING NEW



actually nylon. Those Topsiders outlived the canvas variety by about four to one. They also dried faster and didn't shrink. Know where I can order another pair?"

"You've stumped me on that one," said the salesperson. "I don't think you can buy those anymore. The new generation of boat shoes are so much better that a lot of the old styles have been discontinued."

"Speaking of Topsiders," added the other customer, "what ever happened to those rigid black offshore boots? The more flexible ones they sell now just aren't the same."

"Those I remember," said the salesperson. "But you can't buy those anymore, either. And to be honest, I don't see why anyone would want to. The flexible boots are a lot easier to get on and off, which can be especially important if you fall overboard. And now we have such good polypropylene inner layers available, you don't need the extra insulation in your boots."

"Check out the windsurfer exhibits if you're really looking for boots, Max," advised

Lee. "There's some great new stuff that's come out in like the last couple of years. I don't even own sea boots any more for big boat sailing. Lace-up dinghy boots or

I recalled (electing not to scold this skipper for being lax with his safety harness) "but you can't... uh,... you can't buy it anymore." I felt my face do an involuntary grimace.

"I don't believe you guys!" Lee finally

I looked at Lee as if I had
no idea what she was talking about.

windsurfer booties are more comfortable, warmer when they get wet, and much lighter."

Meanwhile the salesperson had gone to get his catalogs, and we slowly moved in that direction. I was beginning to wonder if Lee could be right about my eccentricity. In fact, maybe that's why it's never difficult for me to get out of going to boat shows with friends. Maybe they're avoiding me!

"Remember when a division of North Sails was in the clothing business?" asked our new friend as we walked past some people trying on new jackets.

"Sure, they had some interesting products," I said.

"The only one I bought, and I'm very glad I did because you can't buy it anymore, was their life jacket. Remember the magazine ad with Tom Blackaller . . ." (he paused and gazed heavenward for a respectful half-second) "wearing one in a fern bar?"

"So, like, do you wear yours to fern bars?" asked Lee.

"No, of course not!" he retorted, not realizing for a second that Lee was joking. (Or was she?) "It's the best life jacket I ever had, though, because it has those nice deep waist pockets on each side. On long, dark, night watches in the ocean, I always keep my personal strobe light and whistle in one pocket, and a small waterproof flashlight in the other. It's very comforting to put my hand in my pocket and feel the strobe light, especially when we're not being 100% strict with our safety harnesses."

"Stearns used to make a life jacket with a vest pocket that was perfect for sunglasses,"

exhorted in exasperation. Several heads turned our way. "This is 1990. If you two want to live in the past, why don't you just come back for the big antique show being held in this hall next week? Maybe you can find some deals on sisal rope, cotton sails and

MAX'S SHOW GOING TIPS

1) Always go alone. Otherwise you'll either be bored to death, bore someone else to death and/or not be able to spend as much time as you would have liked perusing exhibits or talking to people you meet.

2) Bring your own food. A backpack or briefcase helps, and is also useful for holding the brochures and other junk you'll collect.

3) Stop and rest every few hours. The cabin of a medium size powerboat, preferably one that's done up with an opulent interior, is ideal. But don't let any of your sailing friends see you there.

4) Wear shoes that go on and off quickly.

5) Find an exhibit with someone you know working it, and use it as a place to leave your coat and food, as well as a place to leave messages or meet people.

6) Never wait in line for anything, especially for boarding a very big boat.

slide rules."

I didn't know quite what to say. Our new friend just looked at me as if he expected some sort of dominant male reaction.

"Come here," she said. "I'm going to

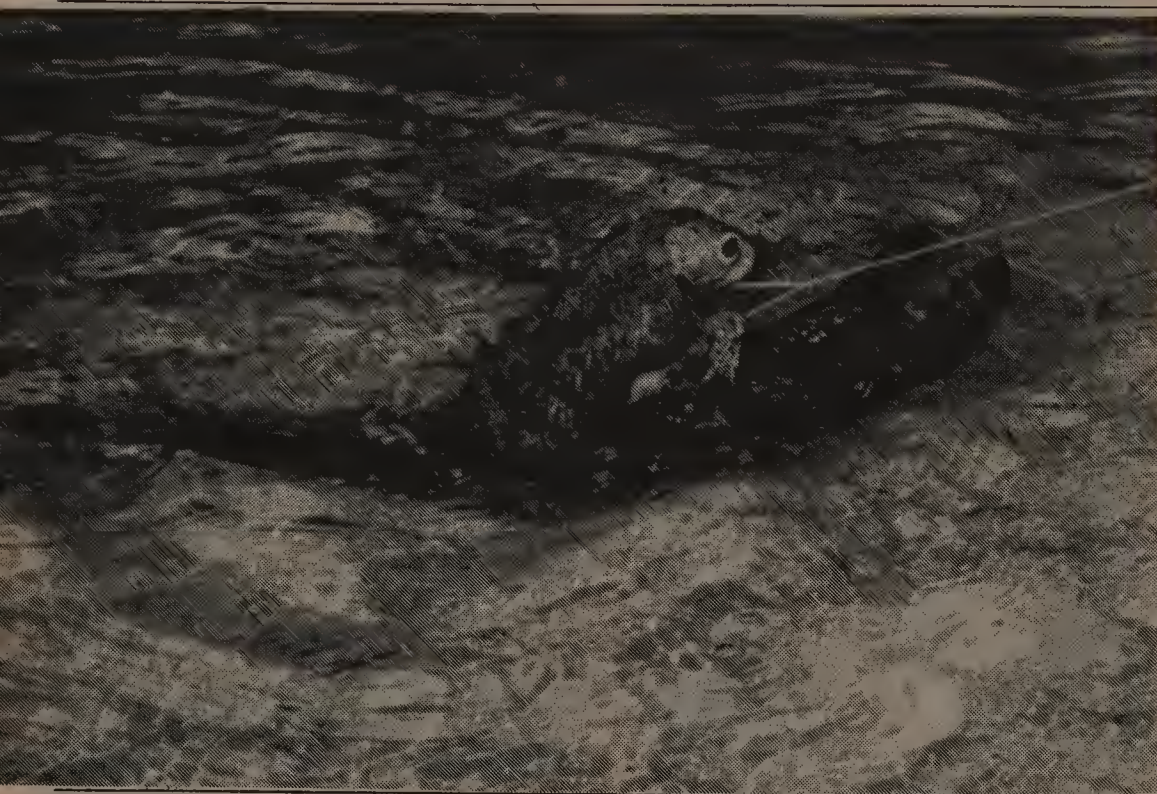
MAX EBB: SOMETHING OLD, SOMETHING NEW

prove to you two scavenger hunters that there's more to boat shows than sextants and oilskins."

She led us to the nearest booth, where we found a five-power monocular with a built-in compass and rangefinder. "This is an

message if I'm late."

"That's a plan, Max. But I want you to promise me you'll stop and look at the new



interesting little piece of gear," I said as took a bearing on the hot-dog counter. Wonder why they're only five-power, though, instead of the usual seven or eight?"

"Seven is too much for a small boat," said Lee, back in her old familiar role. "You can't hold them steady enough. I have a good pair of four-power 'tactical binoculars' that I keep in my foulie pocket while I'm racing, but that's not always enough. I think five-power binos with a wide field of view would just perfect."

I lowered the device from my eye and glanced at the "boat show special" price. "Next Christmas is a long way off," I thought to myself. I started to hand it back when I caught Lee's gaze, and reached for my wallet instead. "I'll take one of these," I told the girl in the booth.

"Congratulations, Max," said Lee. "That wasn't so bad, was it?"

Finally the other salesperson returned with the Line 7 catalog and showed Lee what they could order. Not precisely what she had in mind, but there were some possibilities, a few of which caught my eye, too. I hated to admit it, but I was starting to see the boat show in a whole different light.

"Max, I'm going to move on," said Lee. "But why don't we meet later and compare notes on all the new gear you find."

"How about in two hours over at my sailmaker's booth?" I said. "You can leave a

New products like this halyard retriever work in or out of the water and cost only peanuts to operate.

electronics. There's a totally dyno instrumentation system that gives you time-history LCD plots of any parameter you program in. I mean, like, this would be perfect for your boat! Unless of course you'd prefer to keep relying on your RDF."

"See you later, Lee," I said, adding, "I promise." The other customer, by now convinced I was Lee's poor henpecked

Lee was right, some of the new electronics were impressive. But after an hour and a half, I was ready for a short rest before meeting with Lee. I found a medium-size powerboat — big enough to have a nice cabin, but not so big that there was a line to go aboard.

When I was comfortably seated on the crushed velvet settee, I pretended to be intently studying the brochure for the powerboat. In reality I was looking over the new sheet of quotes from the sailmaker that I had slipped inside (and stealing occasional glances at my new "toy"). As long as the boat didn't get crowded, this would be good for at least a half hour of rest.

But then I noticed a very unusual-looking flashlight on the shelf next to me. I picked it up to inspect it, and found that there was no on-off switch, just a large handle that resembled a bicycle hand-brake lever more than anything else. After some trial and error, I finally squeezed the lever in the right direction, and heard a flywheel inside the flashlight start to whirr while the light came on dimly. I squeezed a few more times, the flywheel spun faster, and the light got much brighter.

"What a great idea," I thought to myself. "A generator-powered flashlight. Infinite shelf-life. Never needs batteries."

I looked up to see Lee descending the companionway with some brochures of her own to read. At the same time a salesman noticed me playing with the light. "Great idea, isn't it?" he said.

"Yes," I said, determined to show Lee I'd realized the error of my ways. "Where can I get one?"

"Oh, I got that as a gift years ago. They're out of production now. I'm afraid

I was starting to see the boat show
in a whole different light.

husband, also excused himself. I walked back into the accessories area alone.

you can't buy one anymore."

Lee laughed. "Max, Max, Max," she said. "I hope you don't take this wrong, but people like you are the main reason I usually go to boat shows alone."

— max ebb

BOAT SHOW
Cow Palace
North Hall

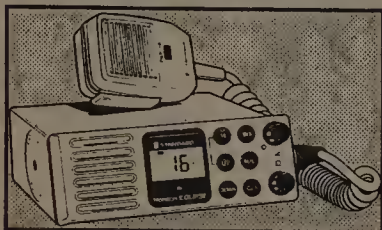
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Cow Palace
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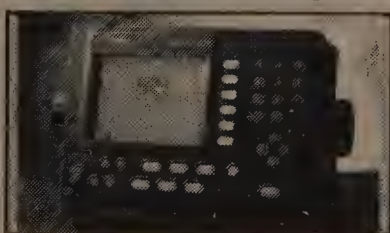
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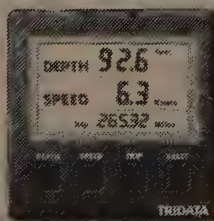
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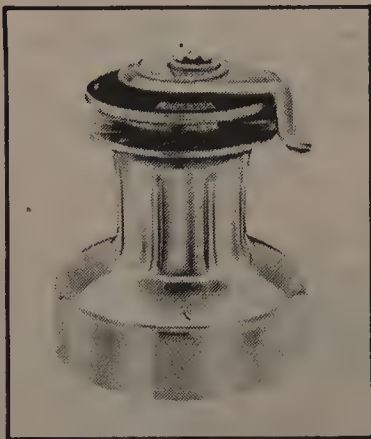
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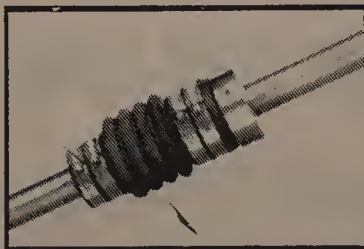


Andersen 40ST

The newest model Andersen Stainless is the 40ST two-speed. Forged — not cast — ribbed drum incorporates maximum strength with lightweight design — a mere 11 pounds. The 40ST completes the full line of Andersens, models from the #6 single-speed to the #66ST two-speed self-tailer. Anderson, a 25 year old Scandinavian firm, has facilities in Fort Lauderdale.

Andersen USA

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(305) 525-7537



PSS Shaft Seal Receives American

Bureau of Shipping Approval

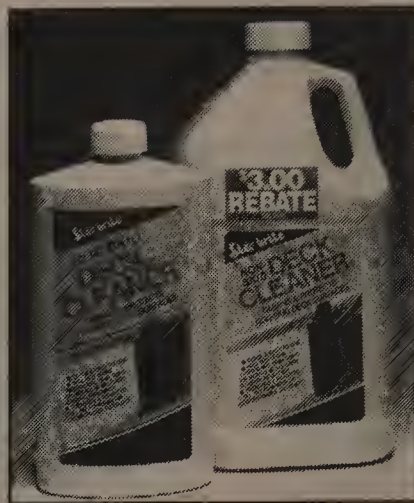
The PSS Shaft Seal has been awarded American Bureau of Shipping type approval. This is a major step toward making the old stuffing box obsolete.

The PSS system uses a reinforced hypalon bellow and a high density carbon flange to create a mechanical seal. This provides a NO Maintenance and NO Drip answer to the stuffing box.

PYI is manufacturing the PSS Shaft Seal in the U.S. The system is distributed in Northern California by Svendsen's Marine in Alameda, (415) 521-8454.



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Non-Skid Deck Cleaner

Non-skid decks are great to help your footing but they are a real chore to keep clean. The same grooves and indentations which keep your feet firmly planted, hold dirt, oil, stains and grime with great tenacity. Most cleaning compounds cannot get deep down into the textured surface to loosen the unsightly deposits.

Enter new Star Brite Non-Skid Deck Cleaner/Protector. This product was formulated to foam out dirt and stains from non-skid decks quickly and easily. Just pour the product on the dirty deck, brush into the textured areas and rinse off. It's as easy as that. The heaviest of all dirt deposits are whisked away with no hard work.

Star Brite Non-Skid Deck Cleaner/Protector also leaves a protective polymer coating to keep dirt and stains from building up in the future. And it's safe for use on all fiberglass, metal and painted surfaces. The product comes in a 32 fl oz bottle with a suggested list price of \$4.95 and in a one gallon jug with a suggested list price of \$18.95. The one gallon size features a \$3.00 mail-in consumer rebate.

Star Brite Non-Skid Deck Cleaner/Protector is available at marine accessory retailers, tackle shops and sporting goods store. For further information call 1-800-327-8583 or 305-587-6280.



Star Brite Premium Marine Polish with Teflon®

Star Brite announces its latest advance in the field of marine polish/wax—new Star Brite Premium Marine Polish with Teflon®. This amazing new product is extremely easy to use — just wipe on, let dry and wipe off. No hard rubbing or buffing is required. The result is a fantastic deep shine with extremely long lasting protection and weather resistance.

The product is formulated with latest technology polymers which lock protection on to fiberglass, metal and painted surfaces. UV inhibitors are blended in to protect the surface from the sun's

damaging rays. The Teflon® component leaves a super slick shine which protects against weathering and repels stains, dirt, oil, grime, salt spray and other surface spoilers.

Star Brite Premium Marine Polish with Teflon® is packaged in a 16 fl. oz. bottle with a suggested list price of \$12.95. It is available at marine, fishing tackle and sporting goods retailers.



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LORAD transceivers. The custom encryption device is exclusive to LORAD and takes advantage of double-tier security. First, in secure mode a distinct key exchange occurs. More than 60,000 combinations insure that a would-be eavesdropper would be extremely unlikely to intercept two-way conversations. Second, the encryption itself is tri-dimensional. Using a split band technique, randomly rearranged human speech and randomly selecting time sequences and combining this with the number of key exchanges gives you cipher possibilities of over 60,000,000.

If secure VHF communication is important to you, look into LORAD's new security option.

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Miami, FL 33122-1243
(305) 594-5885 / FAX (305) 594-7699

PRODUCT HIGHLIGHTS

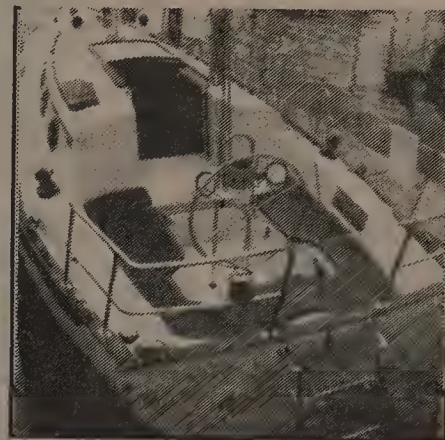


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The new Nicro Water Trap has some important exclusive features. It provides maximum air flow and will take green water without leaking below. It fits any existing 3" Nicro Snap-In Plastic Deck Plate. It will take any existing Nicro 3" Low Profile or Standard Cowl PVC Ventilator for easy retrofitting. The shut-off damper is controllable from below. And all these features at an affordable price. Send for your *free* catalog. Over 200 ventilation products.

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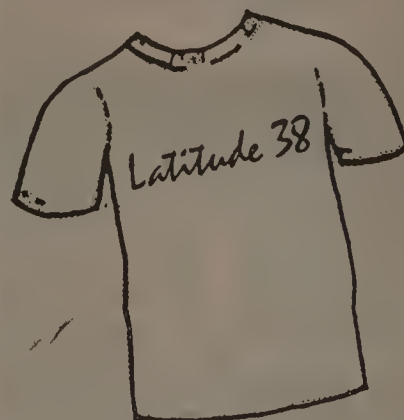
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WORLD OF

With reports this month exposing some myths about chartering in the beautiful **Pacific Northwest**; chartering a trawler in British Columbia's **Desolation Sound**; chartering in the **Great Lakes**; a honeymoon charter in **French Polynesia**; the Sausalito YC charter in **Yugoslavia**; and the usual **charter notes**.

the best kept cruising secret?

Have you noticed that over the past few years, we've been getting one glowing report after another about cruising the Pacific Northwest? Look, there's another one from an Albuquerque reader immediately following this piece. Instead of fueling the commonly-held beliefs that the Pacific Northwest is wet and cold, these account invariably end up raving about the abundant wildlife, spectacular vistas and fine sailing weather.

Fine sailing weather — wait a minute! Are we talking about the same Pacific Northwest? You know, pudding-thick fogs, icebergs used as racing marks, having to chip woolly mammoths out of glaciers — that Pacific Northwest?

To resolve the conflicting views, we needed facts. We blew the cobwebs off the encyclopedia and cracked it to "Vancouver."

"Vancouver Island, the largest island on

southern part, around Victoria..."

It began to dawn on us that either our preconceptions were correct, or everybody else and the encyclopedia was correct. It was time to make some calls.

You should know up front that all the people we talked to are connected to Northwest chartering operations. All except for noted Seattle yachting journalist Peter Schroeder, who we used to confirm the information.

But after only a few phone calls we began to realize that the Pacific Northwest — at least the "inside" portion of it from about Anacortes, Washington north up thru the Strait of Georgia — might be other than we and many others have imagined. And that it might be one of the best kept secrets in the world of chartering. In our conversations the following myths were debunked:

* *It rains all the time* — Let's face it, waterfalls, giant forests, spawning salmon and so on require a lot of water. Thing is, most of water falls from the sky now, in the off season. During the prime chartering months of May through October, it only rains about three days a month. Farther south, in areas not protected by the lee of Vancouver Island — that's where the rain falls big time.

Finding this concept as hard to swallow as a bucketful of fresh rain, we asked Schroeder for confirmation. "It never stops drizzling up here in the winter," he said, "but in the summer it's like a drought. We get less annual rainfall than either New York or Houston."

* *The mosquitoes can suck a rhino dry faster than you can say "What's a rhino doing in Desolation Sound?"* — Not so. While marauding squadrons of bugs are common farther inland, the steep terrain and brisk breezes along the coast keep mosquitos of all sizes and appetites away.

* *It's overcast 32 days out of every month* — The western side of Vancouver Island does get a lot of fog, but *nobody* cruises out there. On the eastern side of Vancouver Island, however, in the Strait of Georgia, the norm is sunny skies and temperatures in the mid-'70s during the cruising season. In some places, that temperature is accurate for the water, too.

Hold on! Peter, they can't be telling the

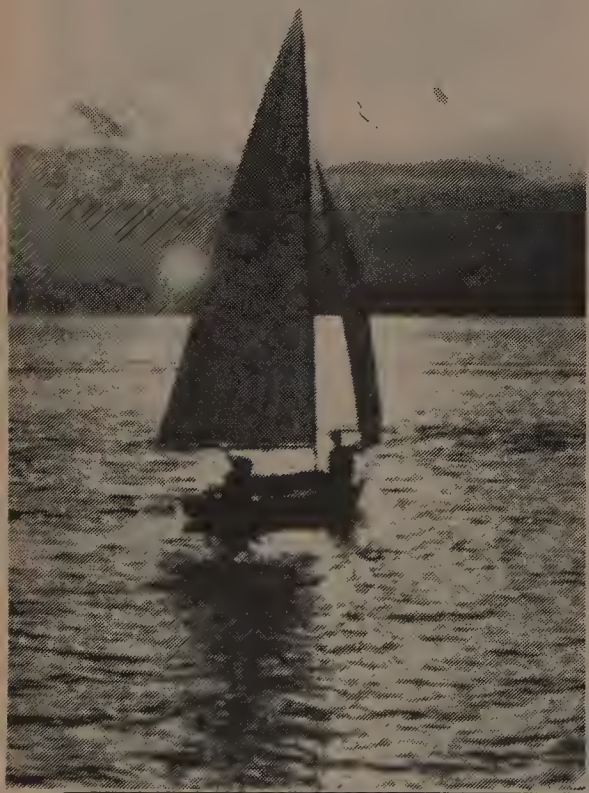


The tree-lined anchorages of Canada are unlike any to be found in San Francisco Bay. The fish are safe to eat, too.

truth about this — warm water? "The water is too cold to enjoy swimming in up here — except for the Desolation Sound area. Because of a strange combination of currents, it's like swimming in the ocean off California."

* *Sailing is iffy and treacherous* — We have to admit, 10 to 12-foot tide cycles sound a little worrisome even to iron men like ourselves. However, with a chart and the current tide tables and a little common sense — such as traversing narrow inlets during slack tide rather than their 11-knot maximums — navigating the area is no more difficult than sailing San Francisco Bay. In fact, conditions in the Strait of Georgia in the summer are surprisingly reminiscent of sailing the Bay: flat water and plenty of breeze. Not only that, the charter outfits we talked to said San Francisco offered about the best "basic training" in the world for sailing the Pacific Northwest.

Simple numbers serve to finish off any myths we might have missed: there are more than 25 Canadian and American charter companies in the immediate area of the border of the two countries. Some of them have been in business more than 30 years. All of them seem to be doing enviably well — some American companies are so booked

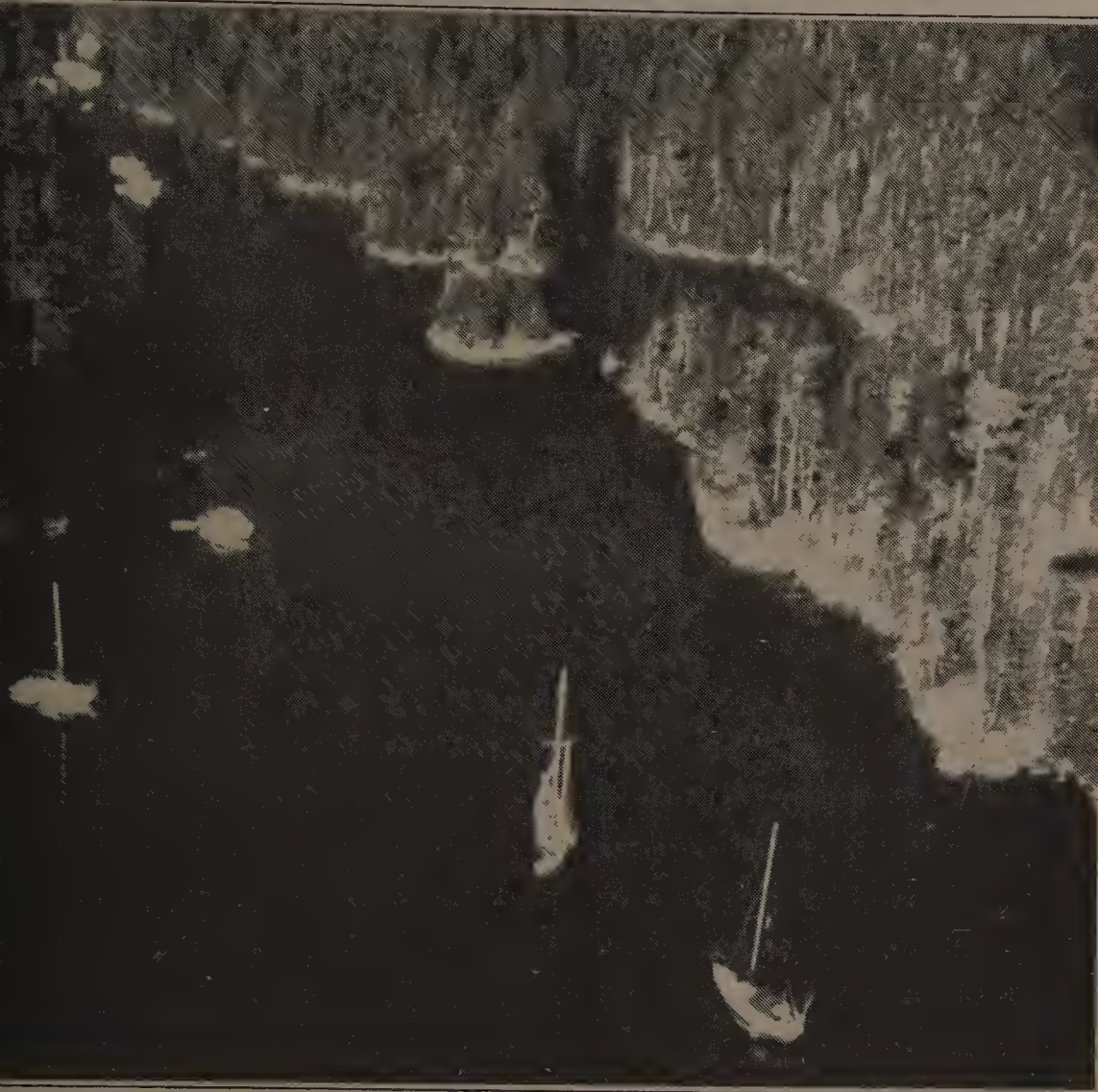


COURTESY TOURISM BRITISH COLUMBIA

If there are sunsets in the Pacific Northwest, there must be sunshine. Apparently there's plenty of it.

the Pacific Coast of North America, has the mildest climate in Canada because of the Japanese Current. There is little winter in the

CHARTERING



COURTESY TOURISM BRITISH COLUMBIA

for this year that they're looking for San Francisco boats to come up and supplement their fleets.

Sights unique to the Northwest include waterfalls, marine parks accessible only by boat, lots of wildlife including killer whales (common in certain areas), otters, occasional bears and plenty of fish. They make for some interesting nature studies, like the time a sea lion jumped into a dinghy towed by a charterboat. He stayed aboard for miles until the whales in chase lost interest. Presumably, the local sea lion gene pool is a couple of IQ points stronger for the experience.

Average charter rates run from around \$600/week for a 27-footer to around \$1,500 for a 40 to 45-footer. The most popular range is the 35-ft, \$1,000/week bareboat, which is ideal for two couples.

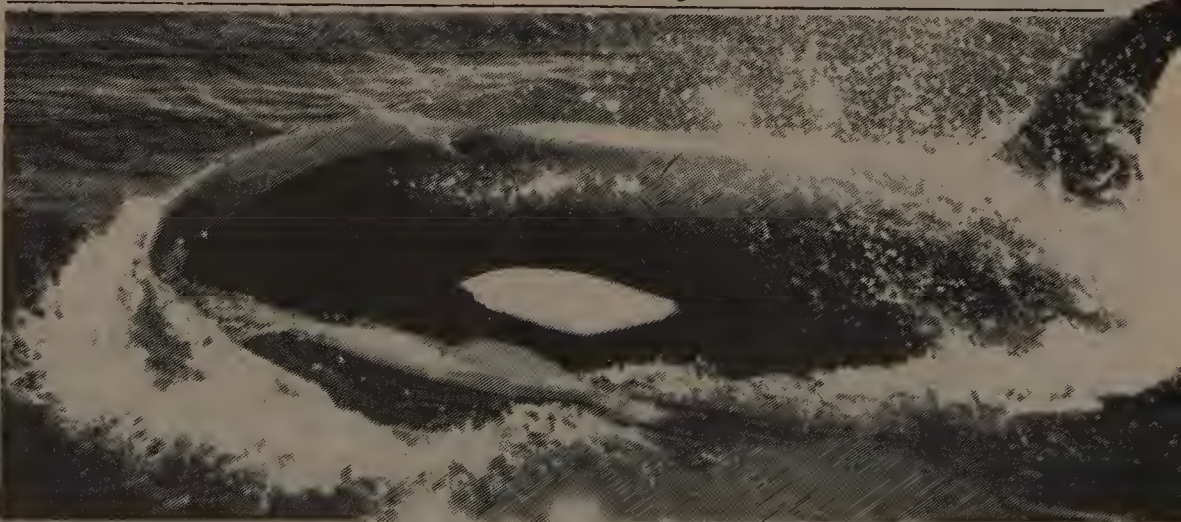
To say the least, these conversations convinced us to change our perception of the Pacific Northwest. So convinced, in fact, that a half-dozen of us here at *Latitude* have already made plans to charter a boat up there this summer and see for ourselves. We'll let you know how it all turns out.

— latitude 38

Cruising Desolation Sound

About six months ago I became intrigued with an ad in *Latitude 38* for Desolation Sound Charters, an outfit that

operates out of Comox, about midway up the eastern shore of Vancouver Island. Even though I am a confirmed sailor, I decided that the waters of Desolation Sound and the Discovery Islands, because of the long and narrow channels, were more suited to powerboating. Therefore, I booked a 34-ft trawler that had the living space of a 50-ft sailboat. I never regretted my decision.



LATITUDE/IR

Having done a number of charters with big outfits in the more popular charter areas, this was a new experience for me. Although we got an older boat, it was well-maintained. We had no breakdowns.

During our mid-September charter we

had beautiful, sunny weather. Winds were light to non-existent. There weren't many other boats in the area, but we did see a couple of sailboats making spinnaker runs down the channel. There were even a few kayaks that had been hauled up overland.

Nobody was having much luck salmon fishing. Locals claimed that the catch was off 85% of previous years because of the 30-mile long drift nets being used by Japanese and Korean fishermen. We did catch some dog fish, but it was the abundance of oysters that made up for the lack of salmon. We could fill a bucket with oysters in five minutes as the beaches were literally littered with thousands of them. Thanks in part to our onboard chef, they were the most succulent oysters I have ever eaten.

A relatively small cruising area, Desolation Sound nonetheless has much to offer. There are plenty of well-sheltered anchorages scattered throughout the Sound, but some are quite deep even close to shore. Fuel, water and groceries are available at some anchorages. The clustering of small islands in some ways reminded me of both the British Virgins and the Grenadines. The snow-capped fjords in the immediate foreground, however, quickly put an end to any similarity with either the Caribbean or Mexico.

As for expenses, the cost of the charter itself was very reasonable. However, while travelling in British Columbia we found that

Kids of all ages have a whale of a good time seeing all the wildlife in its natural habitat.

hotels and meals were nearly double those typical of the United States! Victoria and Vancouver were interesting cities to visit

WORLD OF

and quite beautiful. Vancouver reminded me of San Diego, partly because of its warm climate and outdoor waterfront restaurants, but also because of the many people wearing shorts buzzing around on bikes and roller skates.

— *al quant
albuquerque*

Chartering In Country

After chartering with some of the best outfits in the Virgins and Windwards for several years, perennial crewmember Irene Condon and I decided to KISS (Keep It Simple Stupid) and stay close to home last year by discovering the world of chartering inside the continental United States. What a pleasure!

Formed from a melted glacier not that many years ago, Lake Michigan extends in many places along the western coast of the state at bays and navigable channels with names such as Saugatuck, Holland, Grand Haven, Muskegon, Pentwater and on up to Grand Traverse Bay and Mackinac Island. Each is unique, historic and interesting to explore. And each has its own yachting community. There's a special laid-back vacation atmosphere all along this coastline, which was established in the 19th century when vacationers from Chicago would arrive by lake steamer for lengthy stays in

(quietly) to the three-mile long island located at the juncture of lakes Michigan and Huron where you are greeted by a horse-carriage taxi which takes you (quietly) to dinner high on the bluff looking west. The following morning you can (quietly) run all around the island, never once having to breathe exhaust or dodge cars — just bikes, horses and other pedestrians. Mackinac has lots of opulent Victorian architecture — something not to be found in charter destinations such as California or the Caribbean!

We chartered a Cal 27 from Fred and Sue Kyburz' Seawolf Charters out of the tidy and newly-expanded White Bay Marina in Whitehall. Their charter fleet of two dozen sail and power boats up to 44 feet in length is meticulously maintained by Fred, who prowls the docks from dawn to dusk, always ready to take a dock line or answer questions.

Our boat came complete with the small touches rarely found on vessels from larger companies: complete toolkit with a sharp knife; operable flashlight; ample galley equipment with plenty of cleaning supplies; good charts and navigation gear, including Loran; and a well thought-out nautical library (which now includes four *Latitudes*). Fred wasn't even ruffled when I confessed that I had inadvertently cleared all his

mindless boilerplate from Michigan's Department of Tourism, but take it from an ex-Californian, I can't remember getting as much satisfaction since sailing out of Berkeley in the 1940's aboard my father's 32-foot *Jo-Jo*. Back then we used to anchor for lunch off Sausalito and overnight alone off Belvedere.

— *clark maxfield
chicago*

Polynesian Honeymoon, Part One

My new wife Ann and I just returned from a wonderful honeymoon in French Polynesia. A two-week charter was sandwiched between a five-day shore vacation at Rangiroa in the Tuamotus and a four-day stay on Moorea, the most dramatic island we visited. While both shore vacations were excellent, we both agreed that our sailing charter is what made the experience so special.

By the time our Napa Valley wedding ceremony had ended, by the time all the alcohol was consumed and the friends bailed out of jail, we needed to find Paradise in a big way. And we did. There were no people, no bridesmaids, no new mothers-in-laws; no cars, no traffic, no telephones, no fax machines, no alarm clocks, no newspapers — nothing. Just a lot

Victorian towns along the lake shore.

Mackinac (pronounced 'Mackinaw' by the locals) is a particular pleasure for those of us skeptical about modern America's love affair with the car. Internal combustion is not permitted on the island. You sail

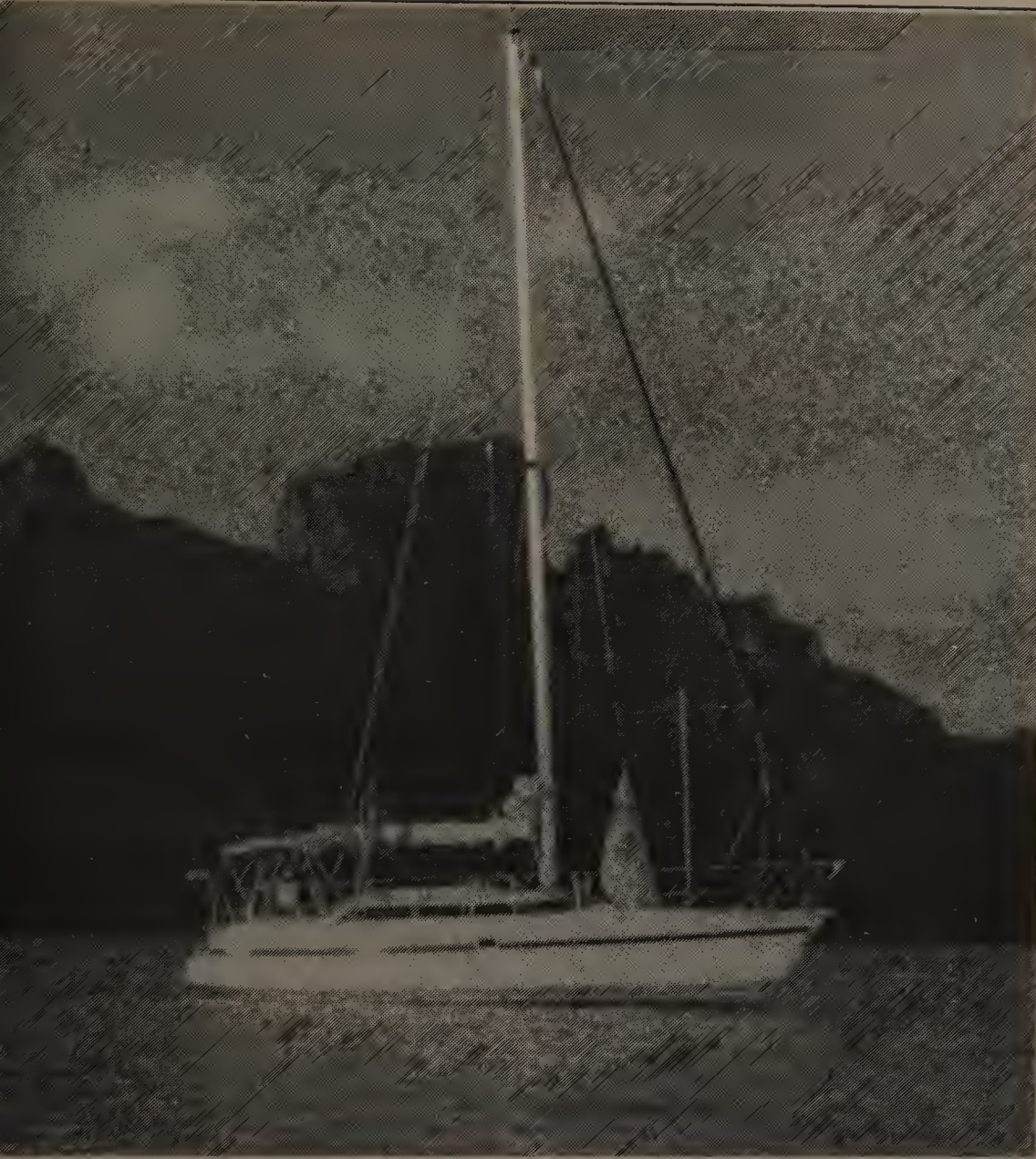
Although often in deep water, Pacific Northwest anchorages are plentiful.

carefully programmed waypoints from the Loran!

My contribution may sound like

COURTESY ABC YACHT CHARTER

CHARTERING



COURTESY JOHN MARSH

of pure white sand, palm trees, blue water, hot sun, Bain de Soleil and some pretty good looking Polynesian women (and, says my wife, men).

Our initial stay at a Kia Ora Village bungalow on a Rangiroa beach was great, really great. The food and French staff were terrific as was the snorkeling and scuba diving in the lagoon. Although at 15 miles by 49 miles Rangiroa is the second largest atoll in the world, her peak elevation is only six feet and she has a population of just 1,300.

After five days spent recovering from the wedding at the Kia Ora, we packed our bags and flew to Raiatea, 137 miles northwest of Tahiti, to pick up our charter boat from ATM Charters. Some people claim that Raiatea is the friendliest island in French Polynesia; we certainly got a most friendly welcome at the airport by Christophe Zebrowski, General Manager of ATM.

A native of French Polynesia, Chris and his wife Barbara run the charter operation for ATM Yachts South Pacific. From the airport they deposited us on a small wooden dock that was shaded by palm trees and protected from the easterly trades. Just five feet away was a brand new Jeanneau 32, *Don Pasquini*, with our name

Roomy and well-equipped, ATM's Jeanneau 32 performed flawlessly during the two-week charter.

on it and ready for our honeymoon cruise.

She came equipped with a furling jib, a windlass (manual though, bummer), an oversized CQR with plenty of chain, a large cockpit, swim platform, windscoops, navigation and safety gear, two showers, a refrigerator and large water and fuel tanks. The galley was comfortable and well-



COURTESY JOHN MARSH

The jagged tropical peaks of French Polynesia are among the most dramatic in the world.

equipped, and the diesel worked every time. For a 32-footer, she was very comfortable. *Don Pasquini* served us well

for two full weeks and more than 200 nautical miles, as we visited four islands, lots of motus, and endured one stormy evening.

The ATM folks drove us to Uturoa the next morning to provision. Everything was easy to find at the open air markets and the double row of Chinese stores along the main drag. The latter had plenty of fresh fruits and vegetables, meats, and great poultry and fish. Fortunately it was also easy to find a bank, because we spent lots of money. If you're headed this way be forewarned, French Polynesia is *super* expensive. That includes everything from hotels to provisions to taxis and telephone calls. And you want cash, not credit cards. Everyone was helpful and most spoke a little bit of English; a mild understanding of French on our part would have helped.

After a chart briefing and boat orientation, we stowed our provisions and set sail for Tahaa, just north of Raiatea. We were greeted by the prevailing breezes from the east north-east. By the end of the charter we'd learned that the evenings and mornings are generally calm and that the normal 8 to 10 knot breeze doesn't fill in until about noon.

We were fortunate to stumble upon Marina Iti, a charming little resort on the south coast of Tahaa that is owned by Phillippe and Marie. They have several moorings and good snorkeling out front, plenty of water, a small dock, showers, a restaurant and a bar. Marie is an amazing cook; anyone who sails within channel 68 distance should make a reservation to dine

with them.

We stayed within Tahaa's fringing reef the next day, sailing to various uninhabited motus (small islands atop the protective reef) for sunbathing, nude of course, lunch or a swim. Still not ready to test our

WORLD OF

anchoring technique, we took another mooring at a small motu owned by Diego and Francoise, who entertained us that night with tempting stories of how to buy our own motu and how to build our own house, "no walls just a roof" from trees on the motu. Tahaa has been their home for seven years and they seemed pretty happy. It got us to thinking about how much money we've been wasting on commuter books.

Known for its vanilla plantations, rugged coastline, white sand beaches and many motus, Tahaa is a fine little island with little traffic and few tourists.

Our first ocean leg was a 24-mile tight reach to Huahine, which when viewed from sea takes on the pleasing shape of a reclining woman. We dropped the hook in 45 feet of water just off the magnificent Bali Hai Hotel resort, which unfortunately has been shut down for the last year by a strike. Huahine's main town of Fare is a short dinghy ride from the Bali Hai; it has Chinese stores to reprovision and water on

yachties and offers the best food at the best prices. We rode to the village of Maeva to see the 16 famous restored *marae*, which are Tahitian temples and open air cult centers from the 16th century.

We eventually spent two nights anchored at the Bali Hai, but wish we'd spend one evening in Port Bourayne, a spectacular bay about five miles south of Fare. The bay is full of reefs, crystal clear blue water, beaches and wonderful scenery. We could have easily spent a day exploring the bay by dinghy, snorkeling or hiking along the coast.

We did find a lovely anchorage in very shallow sandy bottom at the southernmost end of the Bay d'Avea, where has a sandy beach with good snorkeling and a small but charming resort of Relais Mahana, which offers meals, water and electricity to sailors.

(Editor's note: Due to space limitations this issue, John Marsh's report on honeymooning in French Polynesia will continue in the March issue. If you to read more right away, Marsh recommends David Stanley's Tahiti-Polynesia Handbook, (Moon Publications). Says he: "We had lots of travel guides and books, but Stanley's the best, hands down, because it had the most accurate and useful information. Also useful as a cruising guide is The Moorings Guide For Tahiti, French Polynesia, available from either The Moorings, which is the other outfit that charters boats down here, or nautical bookstores."

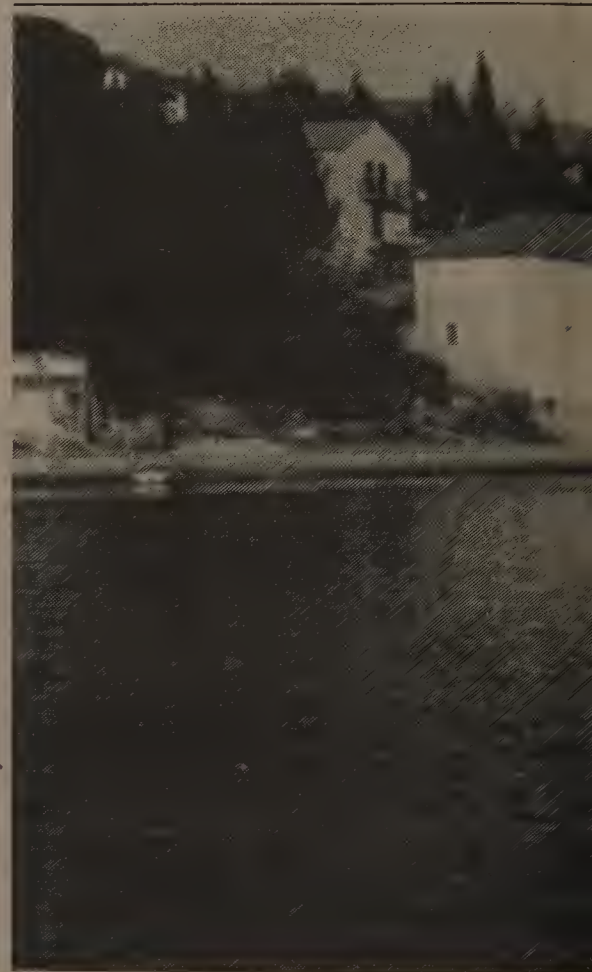
— john marsh 12/15/89

SYC Yugoslavia Charter

Yugoslavia — a country that's been invaded by Romans, Venetians, Turks and others over the years — was breached again in late September/early October, this time by 31 members and friends of the Sausalito YC. The occasion was the club's biennial bareboat chartering trip (recent expeditions have been to New Zealand in '87, Greece in '85 and Bora Bora in '83), an event we'd been planning for almost a year.

We chartered seven sailboats, all Beneteaus ranging in size from 36-43 feet, from the Kavos/Moorings outfit in Trogir. We can report that they were the best maintained and equipped charter boats any of us had ever encountered. Not only did they have depth sounders, speed-distance logs and radios — but they actually worked! We also had lots of spare lines, parts and tools.

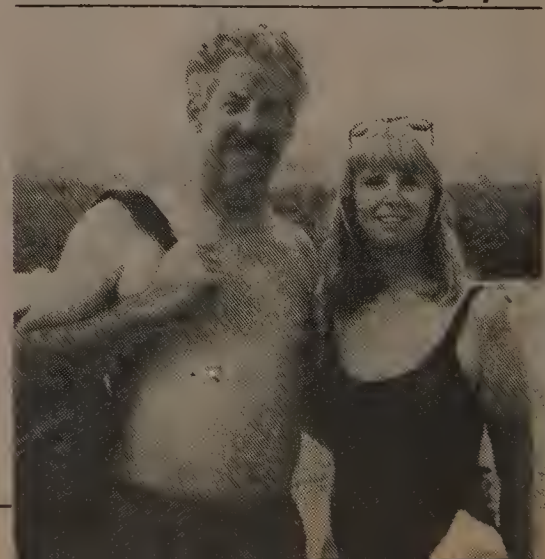
Cruising in the central Dalmatian Islands of Yugoslavia is like sailing through medieval



history, with each town and island offering its own special beauty and individuality. Sailing in the off-season gave us uncluttered harbors and room at all the marinas and anchorages. If you charter from Kavos, you get one free night at any of the 11 convenient AYC (Adriatic Yacht Club) Marinas in our cruising radius, all of which feature showers, duty free shops, and restaurants. It's the nautical equivalent of pulling into a KOA Campground, but your crew will love you for occasionally overnighing in these most civilized marinas.

The picturesque town of Hvar on the island of the same name was not to be missed, not only for its quaint stone architecture but for its many fine restaurants. We got there early in the day to get room at the quay. In the event of a strong west or

Bill and Connie Riley, enjoying Yugoslavia with the rest of the Sausalito Yacht Club group.



COURTESY JOHN MARSH

'Maybe I should build my home on a motu here and give up the commuting life . . .'

the quay. There are other small stores and you can rent bikes, cars, minibuses or mopeds. Snack Te Marama caters to

COURTESY BILL RILEY

CHARTERING



Marlene Allen and crew sailing into another Yugoslavian port.

south-east wind, cruisers head to Palmenzana, a short distance away. From there, you can take a water taxi back to Hvar.

Toward the end of our cruise, we were hammered by a ferocious storm from the north called a *bora* — but not even torrential rain, 35-40 knot winds and lightning could dampen the spirits of our SYC gang. We hid out (and caught up on our reading) in different anchorages: Vella Luka, Korcula (which, according to legend, is the birthplace of Marco Polo) and Pomena. The latter harbor turned out to offer less protection than hoped for, but we all survived. Don't be put off by our experience with the weather, as we're told it was most unusual for that time of year.

As the *bora* slowed down our cruising progress, many of our group opted to take daytrips via the hydrofoil to the mainland to visit the walled cities of Dubrovnick and Mostar, also in the "must see" category. There, as everywhere we travelled in Yugoslavia, the food was excellent (meat is plentiful; chicken and fish are scarce and/or expensive), good wine is cheap (\$2 a bottle) and the people friendly. Shopping is done in wonderful open air markets — we lived for 12 days on fresh bread, cheese and fruits, and have the love handles to prove it!

Altogether, our 200-mile cruise (we averaged a leisurely 20 miles a day) was a great success. We all hope to return to Yugoslavia again — but with so much to see and so little time, who knows where we'll

travel next? Tentative destinations for the '91 SYC charter/cruise include Turkey and the Caribbean.

— marlene allen

Charter Notes:

If you're doing a Virgin Islands charter on a tight budget, we've got a couple of tips for you. The most important — and this is true throughout the Caribbean — is dine out sparingly. Prepared food is expensive; at many places you've got to figure on \$25 per person, drinks not included. This wouldn't be so bad if the food was as superb as it is at some places in the French islands, but it's usually mediocre.

A couple spots in the British Virgins we can recommend: The Bath and Turtle in Spanishtown Virgin Gorda; decent burger for just \$3.50, perhaps the best buy in the islands. The \$7.50 chicken curry plate at the little place across from Customs at Soper's Hole, Tortola; yum, yum, yum! When you're ready to splurge, we recommend the Bitter End YC at North Sound. Dinner is going to be \$25 to \$35 per person, but in addition to your entree you get an unlimited buffet, which is quite good.

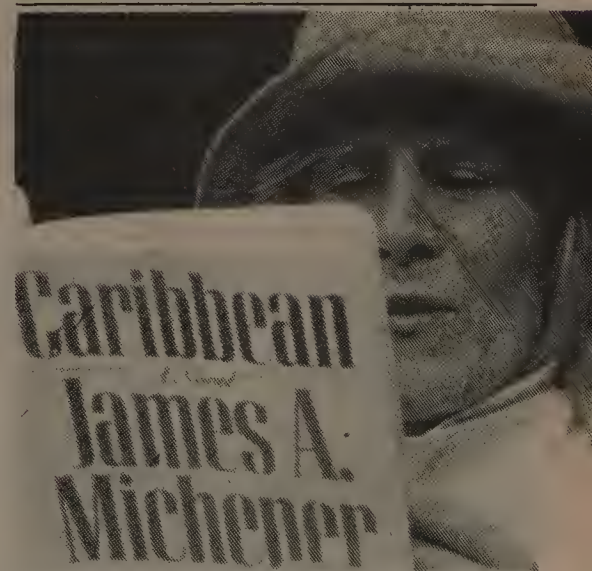
Thrifty charterers also want to be careful about where they provision. Supermarkets like Grand Union in St. Thomas and Rite-Way on Tortola have the best prices and selection. Avoid little markets off in the middle of nowhere, as prices are astronomical. Some examples: orange, 70 cents; small frozen O.J., \$2.25; toilet paper, \$1/roll; bell pepper, \$1.60;

bottle of catsup, \$2.35; small can of tuna; \$2.00; small jar of mayo, \$4; gallon of cranberry juice, \$4.50; 10 o.z. of frozen broccoli, \$3.45; 6 oz. of ham, \$5.20; and, small Nescafe coffee; \$4.25.

If you're really the thrifty kind, load of your bags with staples and hope they don't search your bags too closely upon arrival in the British Virgins.

Speaking of the Virgin Islands, crewed charter boats that elected to remain after Hugo seem to have heavy holiday bookings. Perhaps it's the record cold streak freezing most of the States or maybe Hugo made everybody remember the Virgins existed. For reasons we can't explain, *Big O*, Latitude's charterboat in the Caribbean, is having her busiest season ever.

If you're searching for a fat book to read during your Caribbean charter, we recommend James Michener's recently released *Caribbean*. A slow starter, this historical novel quickly picks up steam to convey the tremendous diversity in what's often assumed to be a homogeneous region. There are plenty of historical events to keep the book moving; Columbus discovering the New World, Sir Francis Drake raking the Spanish treasure ships, Henry Morgan plundering Panama, the guillotine's terrible toll on Guadeloupe, the



Readers will be perplexed that so much blood could spill in the Caribbean and the sea not turn red.

development of sugar plantations on Barbados and Jamaica, the slave revolts, Rasta love, and much more. In fact, if you want to finish this 672-page small-print whopper, you'd better book a two-week charter.

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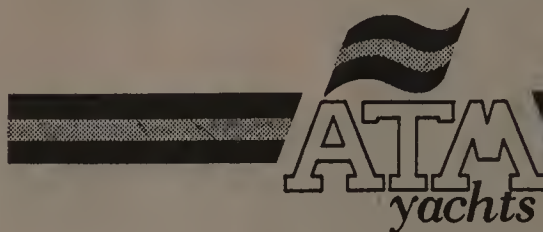
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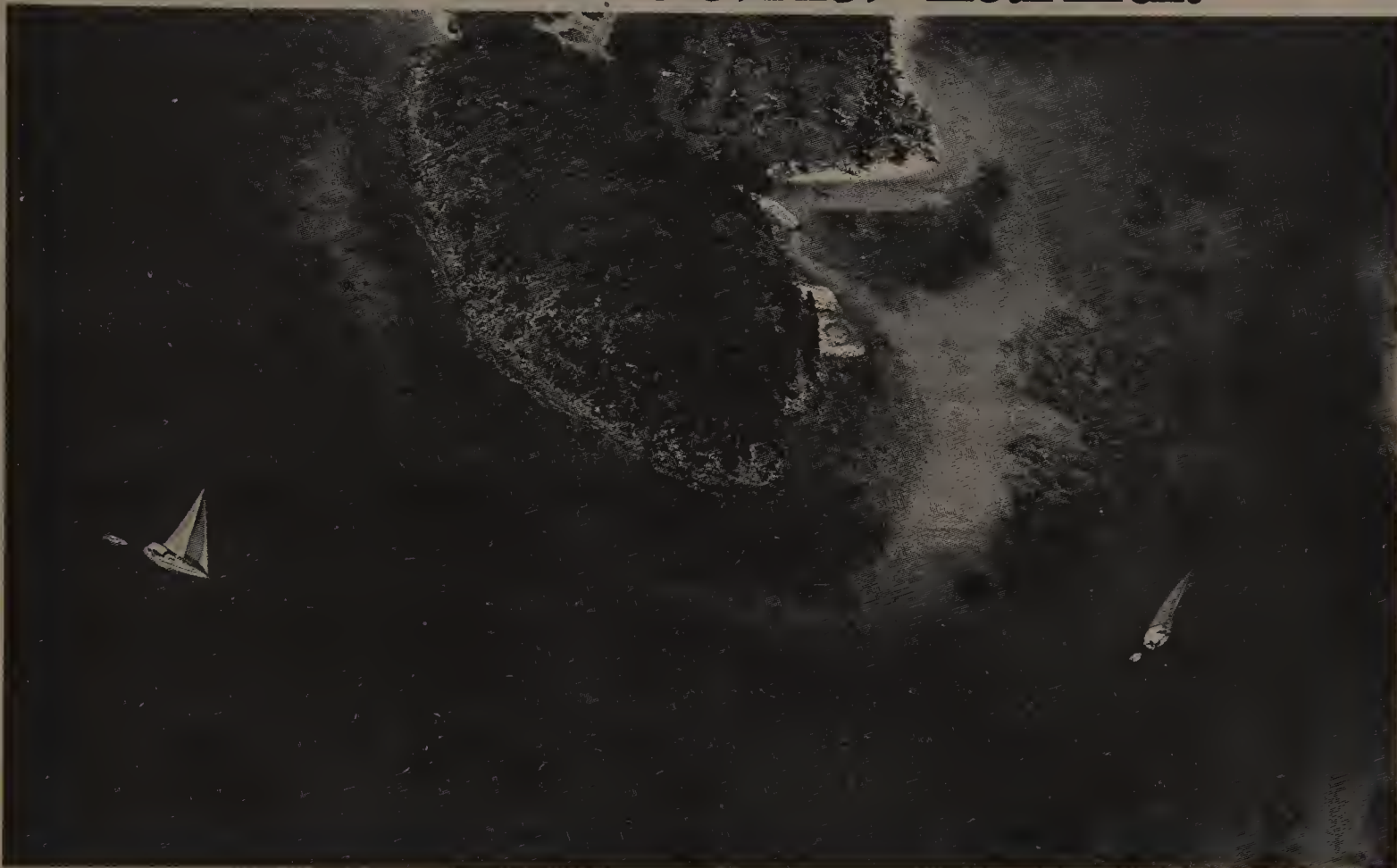
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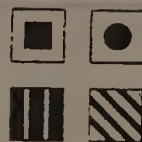


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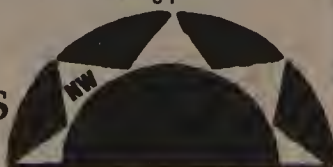
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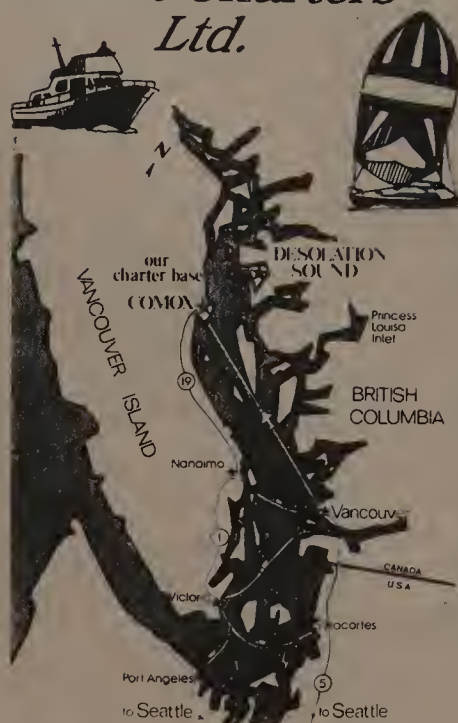
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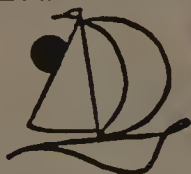
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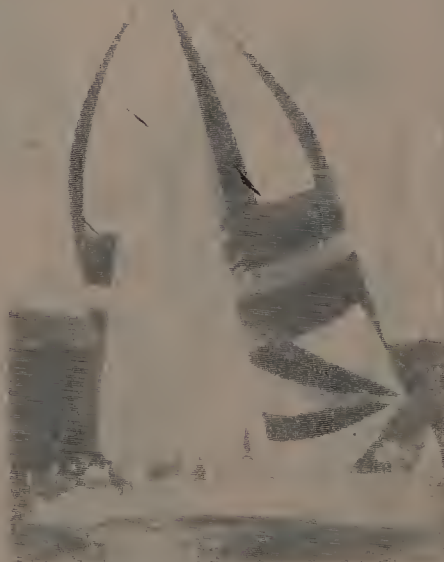
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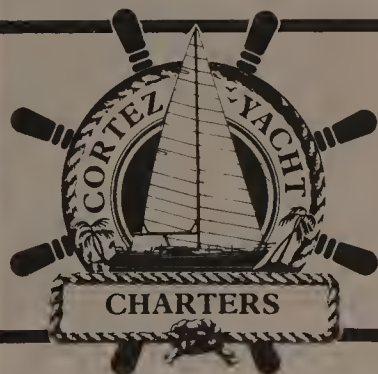


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Feb-Apr	Whitney Series-5 Medium Length Events	20-60	\$4,500
Mar 31	Ano Nuevo/Monterey Cup		\$2,500
Apr 27	Newport to Ensenada	160	\$5,000
May 5-6	SDYC Cup		\$2,500
May 26	Cabrillo Beach to Dana Point	40	\$1,300
May 19	Santa Barbara to Ventura "Hardway Race"	110	\$1,650
June 1	Long Beach to San Diego "Moonlight Race"	100	\$1,650
June 2	Channel Islands to Santa Barbara Island	100	\$1,650
June 8,9,10	LBVC Race Week (SC 50 Class Racing)	Local	\$4,000
June 23	Channel Islands to Marina del Rey	75	\$1,300
July 1	Marina del Rey to San Diego	120	\$2,500
	Swiftsure & Victoria, B.C. to Maui	3,500	\$18,000
July 4	Pacific Cup	2,000	\$17,500
July 4	Pacific Cup & Kenwood Cup		\$19,500
July 7,8,9	Oakland to Catalina	400	\$5,000
Aug 3	Santa Barbara to King Harbor	120	\$2,500
Aug 4	Newport to Coronado	90	\$2,500
Aug 10,11,12	PHRF Championships		\$2,500
Aug 31	Windjammer		\$3,000
Sept 1	Long Beach to Dana Point	40	\$1,300
Sept 23-29	St. Francis Big Boat (SC Class Racing)	SF Bay	\$5,500
Sept 29	Dana Point to Oceanside	75	\$1,300
Oct 5	San Diego to Ensenada (More Hussongs!)	75	\$2,500
Nov 9	LA to Cabo San Lucas	950	\$10,000

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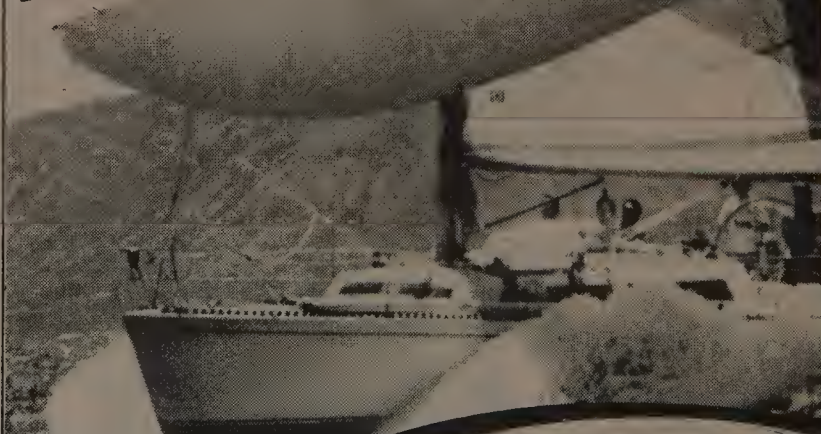
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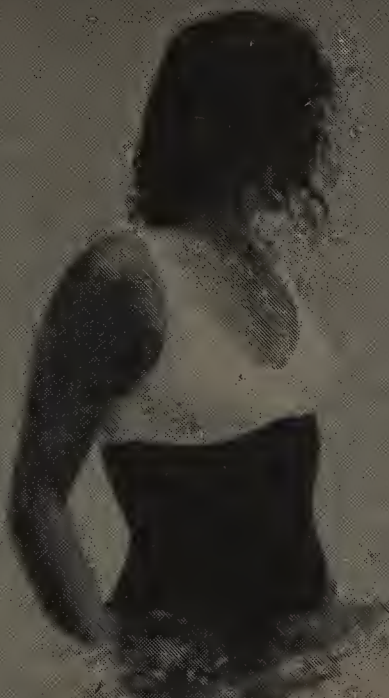
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THE RACING

This month's offering includes a state of the union report on the **ULDB 70 fleet**, an update on the ongoing **Globe Challenge**, a look back at the savage second leg of the **Whitbread Race**, quick reports on nine **midwinter races**, a bunch of photos taken at the **BYC/MYCO midwinter series**, and the usual **race notes**.

Sled Wrap-Up

As regular readers of *Latitude* already know, John Delaura's speedy SC 70 *Silver Bullet* clinched the inaugural ULDB 70 season championship back in September. The *Bullet*'s second place finish in the Big Boat Series mathematically wrapped up the season after six of the seven scheduled races, leaving the runner-up spots up for grabs pending the outcome of November's Cabo Race.

Taxi Dancer, Mitch Rouse's TransPac winning R/P 70, went into that race with a two point lead over Pat Farrah's familiar SC 70 *Blondie*. Rouse managed to hold on to second place in the season, but only barely — after dropping from second to 11th for a

one for the ULDB 70s, next summer may prove a different story. Being a non-TransPac year, many of the sleds may opt for other diversions than the six-race championship schedule. The most interesting plans we've heard of yet come from the defending champion, John "The King" Delaura, who's going to take his *Silver Bullet* on a tour of Europe next summer. They'll leave after MEXORC, go through the Panama Canal and get to Florida by May 5, in time to join (probably unofficially) the last leg of the Whitbread Race back to England.

Others in the fleet are actively for sale (*Blondie* and *Mongoose* are listed at around \$550,000; *Hokele*'s owner is asking \$395,000); two (*Swiftsure III* and *Maverick*) are contemplating sailing in the West Marine Pacific Cup next summer (which, to the chagrin of the Pacific Cup organizers, isn't on the 1990 sled schedule); and one (Mexican businessman Antonio Elias' *Ole*, the former *Citius*) is hoping to sail in the Tahiti Race if it is revived (the TransPac YC has said it will run this race if at least ten boats show up). Also, there are no new sleds being built that we know of, although Bill Lee apparently is working on a cruising version of the SC 70.

Many of the existing sleds are currently going under the knife, as it's between seasons, the logical time to alter the trim of the boats (Association rules dictate that the whole season be sailed in one configuration — class president Roy Disney, in fact, had to forfeit his points from the first five races of last season after being forced to snap on his old keel for the Big Boat Series).

Some of the surgeries scheduled include *Taxi Dancer*, which will be outfitted with a less radical keel; *Ragtime* (which has been the terror of the Hawaiian race circuit since the TransPac) is getting a new interior; *Cheval* got a new keel and a "nose job" (a 15-inch extension was appended to her bow section); and the aluminum *Maverick* is getting a new keel and the nautical equivalent of liposuction (the front 18 feet of the boat are being lopped off, to be replaced by a 19.5-foot section with a finer entry).

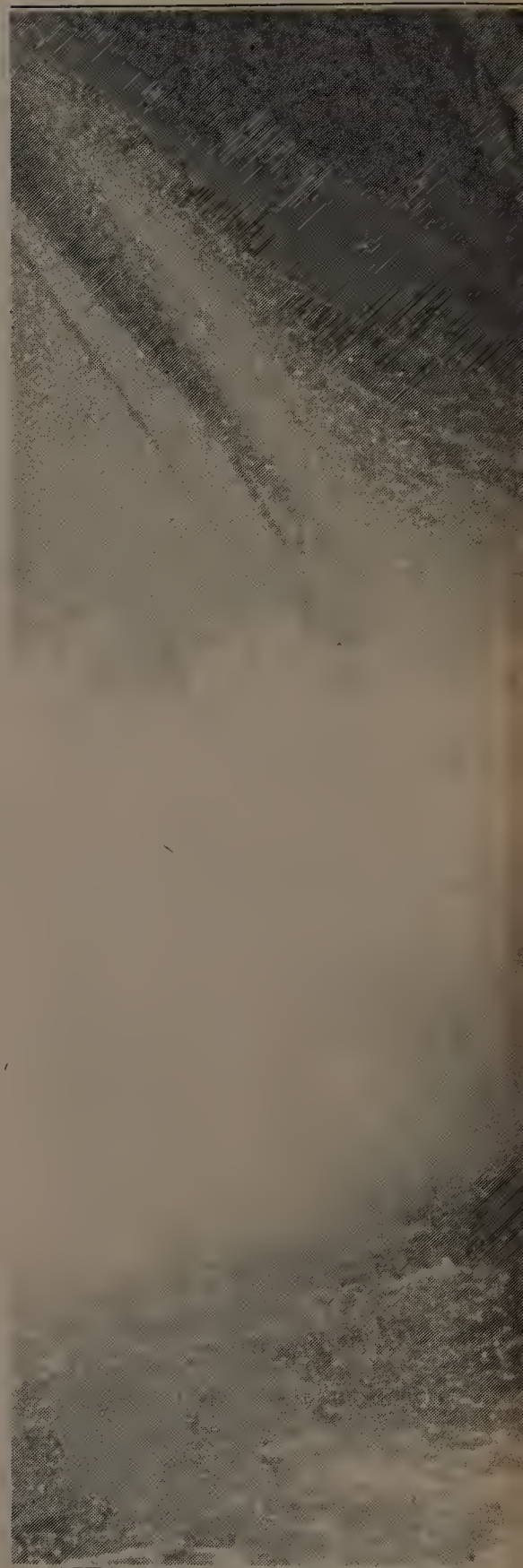
Reigning sled champ 'Silver Bullet', seen here at the '89 Big Boat Series, is Whitbread-bound.

starting line infringement, *Taxi Dancer* ended up tied for the season with *Blondie*. *Taxi Dancer*, however, was awarded second place based on the Association's convoluted tie-breaking mechanism.

While the '89 season was a smashing



LATITUDE/JR



Meanwhile, the Association continues to grapple with ways to "levelize" the fleet, i.e. incent the older, shorter boats to keep racing by giving them some kind of rating break. The sled owners will vote on this issue and others at their annual meeting in January.

SEASON RESULTS — 1) *Silver Bullet*, 107; 2) *Taxi Dancer*, 92; 3) *Blondie*, 92; 4) *Mongoose*, 77; 5) *Evolution*, 69; 6) *Chance*, 68; 7) *Grand Illusion*, 48; 8) *Drumbeat*, 46; 9) *Cheval*, 42; 10) *Cheetah*, 35; 11) *Ragtime*, 33; 12) *Maverick*, 33; 13) *Pyewacket*, 13; 14) *Swiftsure III*, 11; 15) *Ole*, 8; 16) *Pan-*



Singlehander Philippe Jeantot, the pre-race favorite in the Globe Challenge, takes one over the bow of 'Credit Agricole IV'.

demonium, 8; 17) Merlin, 5; 17) Citius, 5; 19) Marishiten, 2. (19 boats)

1990 CHAMPIONSHIP SCHEDULE — San Diego to Manzanillo Race (Feb. 3); Newport to Ensenada Race (April 27); Cal Cup (May 25-27); Catalina Race (July 9); Buoy Races (In September — either the Big Boat Series or a special Long Beach YC series); Los Angeles to Cabo via Guadalupe Island (Nov. 9).

Globe Challenge Update

Slightly over a month into the this manly, non-stop 23,000-mile around-the-world race, 35-year-old Frenchman Titouan Lamazou (*Ecureuil d'Aquitaine*) continues to hold on to first place, followed 64 miles back by countryman Philippe Poupon (*Fleury Michon X*). Third through fifth are also Frenchman: Loick Peyron (*Lada Poch*), Alain Gautier (*Generali Concorde*) and Pierre Follenfant (*Charente-Maritime TBS*).

American entrant Mike Plant (*Duracell*)

has had a series of setbacks — as has pre-race favorite Philippe Jeantot (*Credit Agricole IV*) — and is running tenth, some 700 behind the leaders. *Duracell* was quick off the starting line, leading the fleet for two days in heavy air. Then, Plant got "sick as a dog" with flu and made the tactical error of sailing too close to the Spanish coast, losing ground he is still battling to recoup.

Subsequently, Plant had a "nightmare" passage through the Canary Islands (a mark of the course for photographic purposes), finding headwinds from 0 to 50 knots. He also has been plagued with engine problems and nearly been run over by tankers twice. "I will shudder every time I think about it for years to come," said Plant.

The 13-boat fleet — which some observers, such as Hans Bernwall of Sausalito's Scanmar Marine, predict will be whittled down to nearer a half dozen at the finish — is now through the doldrums and averaging 10 knots under spinnaker towards the Cape of Good Hope. The contestants are enjoying fine weather for Christmas at sea, and are steeling themselves for the upcoming rigors of the "deep south".

Navigation and strategy are currently all-important, as the fleet must choose which side of the South Atlantic High to pass: a shorter, more strenuous beat towards the corner of Cape Hope or a reach to the west of the High, a longer but much safer route. Whoever "rounds the corner" off Africa first and leads the fleet into the steadier winds of the Indian and Southern Ocean should have a tremendous advantage for the rest of the race. But with three months to go — and breakdowns almost inevitable — it's still anyone's race.

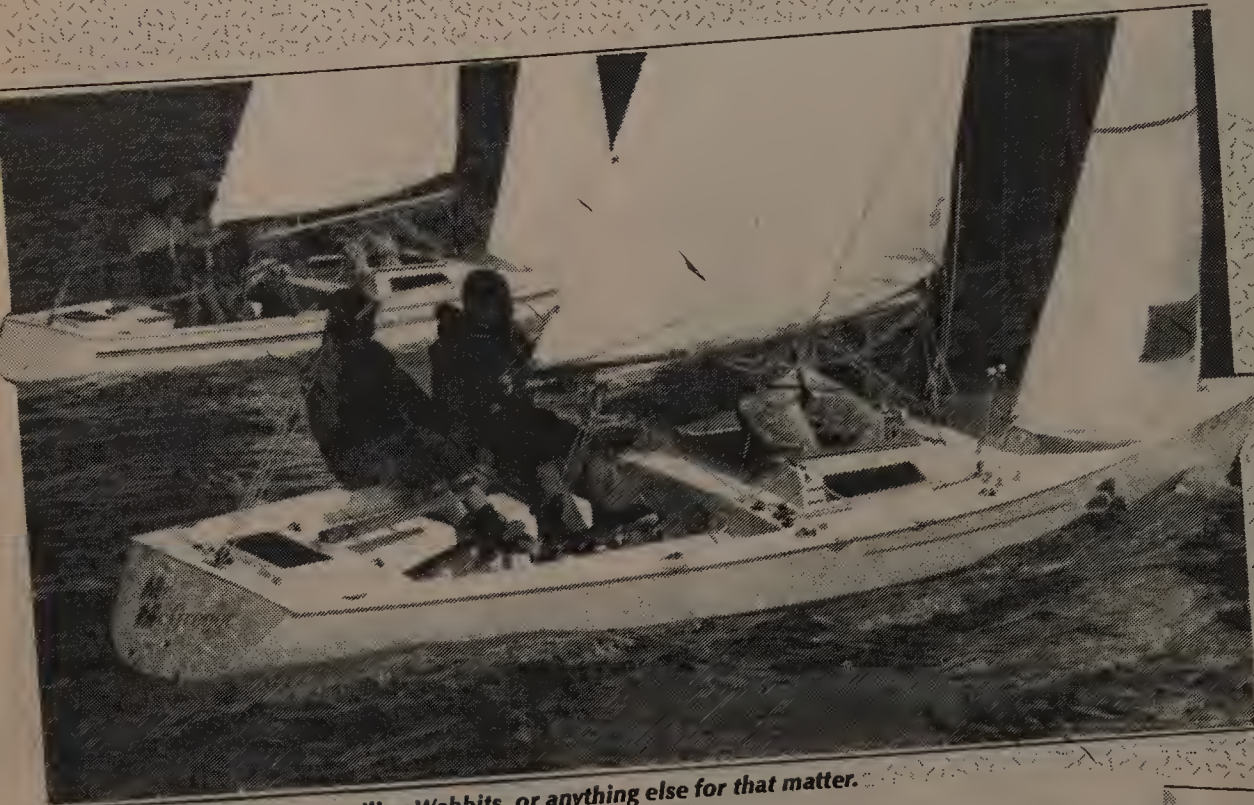
Whitbread Report, Leg Two

The second leg of the '89/90 Whitbread Around the World Race was probably the hardest race I've ever sailed. It was a classic Southern Ocean crossing with snow, icebergs, huge seas and some phenomenal high speed sailing. Also, it was a tragic leg with the death of a crewman who fell overboard.

Peter Blake's *Steinlager* was first again, followed by *Rothman's*, *Merit* and *Fisher & Paykel*. It was incredibly close racing; after 7,500 miles and 26 days, the first four boats were within ten miles of each other! And *Rothman's* and *Merit* did 18 jibes apiece in the last couple of miles, finishing just 28 seconds apart.

COURTESY GLOBE CHALLENGE

THE RACING

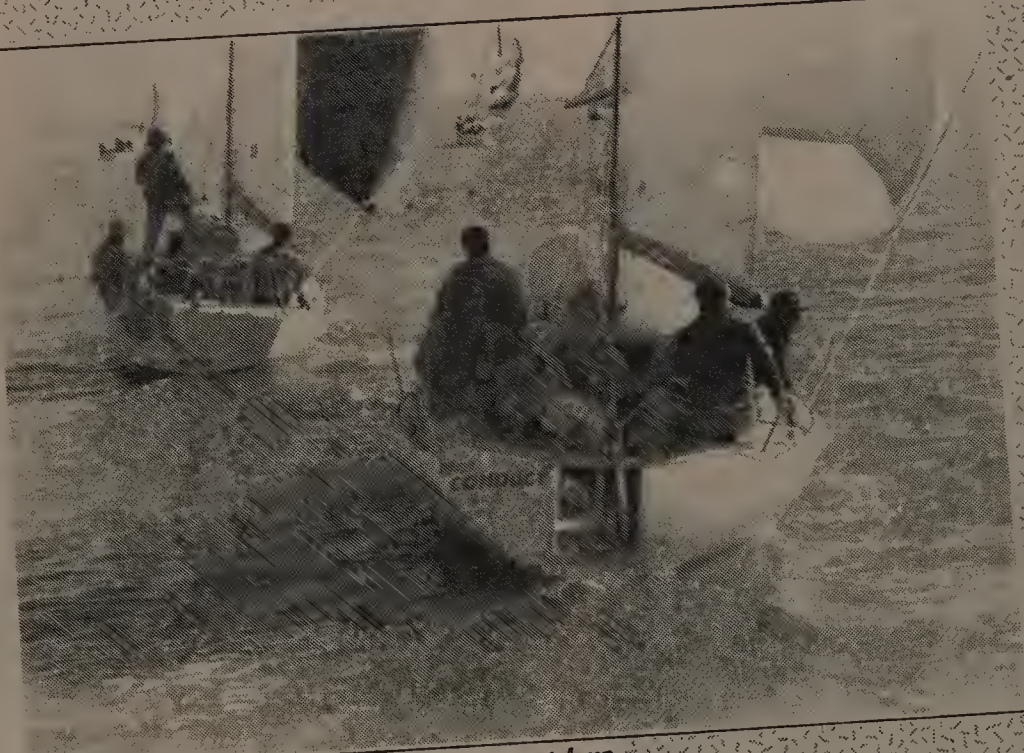


Sunday, December 10, was a glorious day on the Berkeley Circle, as anyone who raced in the BYC/MYCO midwinter series will testify. Flat water, a gentle (if a little cool) northerly, and some hot competition made for a winning outing, no matter how you ended up in the standings.

Is it our imagination, or have the last two months been the nicest midwinter sailing we've had in years?

(Photos: Latitude/Rob)

It was a perfect day for sailing Wabbits, or anything else for that matter.



Ain't misbehavin': 'Miss Conduct' hurries to catch up.



Stand and deliver: stretching the legs on the downwind leg.

It was disappointing for us on *Fisher & Paykel* to end up fourth after leading almost the entire race. We were becalmed one day out of Fremantle, allowing the other three boats to see our predicament and sail around us to the finish line. Well, that's yacht racing!

The 7,650-mile leg took us 27 and a half days, for an average speed of 11.5 knots. The new maxis in the fleet finally found the conditions they were designed for and some amazing speeds were achieved. On *Fisher & Paykel* we had a six day run of 2,051 miles, with 24 hour runs of 356, 337, 370, 362,

340 and 286 miles made good towards the finish (documented by Argos Satellite Positioning). That's a six and a half day TransPac! These are definitely a new breed of boat.

We were a bit anxious at the start back on October 28, and were over early. The Punta del Este YC didn't call the over early boat on the radio, and by the time we found out through a shore station and returned to restart, we were 17 minutes late. It wasn't an auspicious beginning, but we wove our way through the small boats and the spectator

fleet and caught up with the leaders by early evening.

We sailed the next few days on a close reach, choosing to head south early in search of the strong westerlies which usually pour out of Cape Horn. *Steinlager* led the fleet for the first several days, but then our dive south paid off. We encountered the anticipateri westerlies and took over the lead, not giving it up for the next two weeks.

It was early in the Southern Ocean summer, and the weather was harsh. We spent two weeks south of the 50 degree



Dead downwind in light air — break out the beer!



Can't get no...



latitude, sailing in one gale after another as depressions passed to the South.

The racing was intense. We carried a spinnaker virtually all time, and only went to a poled out blast reacher when the wind got over 50 knots. Needless to say, we had a couple of horrific broaches, and did a fair bit of damage. A padeye at the base of the mast broke, and a spinnaker halyard straining at a funny angle pulled a Lewmar 55 winch right off the deck. The built-in sewing machine in our belowdecks sail loft (located in front of the mast) was in constant use as our

sailmakers worked ceaselessly to rebuild all the sails we blew out.

It was extremely cold for two weeks, with snow and ice covering the deck almost every day. It was so cold that at one point the lines on the winches were frozen solid and wouldn't move. But we have good cold weather clothing, and though it was cold, it wasn't unbearable.

We saw icebergs on six different days, including a couple of huge ones, a half mile in length. The Southern Ocean is a gorgeous untouched wilderness with crystal clear,

unpolluted water and an abundance of sea life. A pod of six blue whales, 50 to 80 feet long, stayed with us for two days. I think they were trying to figure out what this strange white-bellied beast with a large dorsal fin was doing in their world. There were giant albatross with 12-foot wingspans, penguins, dolphins and all types of whales. It was a zoologist's dream!

The beautiful Southern Ocean is also very dangerous, with its extreme weather causing icy decks. Six crewmen went overboard during the leg. All were recovered,

THE RACING

but Tony Phillips on *Creighton's Naturally* was dead after being in the water for less than an hour. The whole fleet grieves his loss, and every one of us clipped our life harnesses on and held on a little tighter. It brought home just how close we are sailing to danger and death.

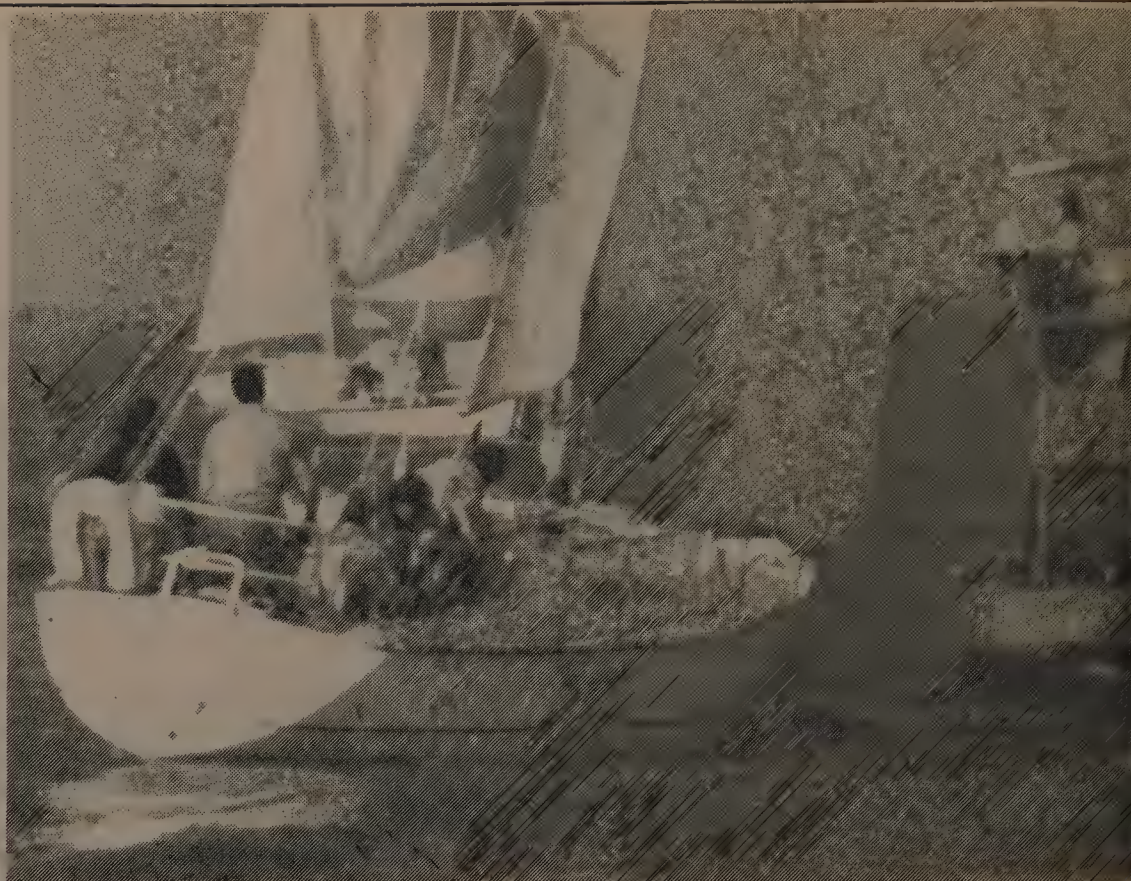
We're now in Fremantle, and the longest — and hopefully hardest — leg is behind us. "Freo" is great, especially the hot, sunny weather after four weeks of snow and ice in the Southern Ocean.

Leg three begins on December 23, so Christmas and New Year's will be celebrated at sea. It's a relatively short leg — just 3,500 miles to Auckland, New Zealand — but it's probably the most complex leg of the six in terms of weather and tactics. The crew of *Fisher & Paykel* is anxiously looking forward to returning to New Zealand; let's hope we come home a winner.

— john jourdane

Race Notes

Psssst. Hey sailor, looking for some fun? Check out the RYC/SBRA in-the-water **Small Boat Show** on January 27. Take different



SBRA craft out for a spin, talk with class reps and learn all about the small boat scene on the Bay. See *Calendar* for details.

Mumm's the word: Those rumors floating around after the last Admiral's Cup about the **1991 Champagne Mumm's Admiral's Cup**

'Sea Quake' and 'Esprit Victorieux' in the last Jack Frost midwinters — a "charmed" series?

being sailed at three level ratings (30.55, 35.05, 40.50 IOR) recently were confirmed. Each team shall consist of one boat at each

MIDWINTER RACE RESULTS

BYC/MYCO Midwinters

The second weekend of the Berkeley/Metropolitan YC midwinter series was held on December 9-10. "It was another fantastic weekend of light air sailing," reports co-race chairwoman Bobbi Tosse.

Each day the fleet embarked on the 10.8-mile "windshift course", a triangle followed by a trapezoid that eventually rounds all but one of the buoys on the Olympic Circle. Theoretically at least, a true upwind leg will occur sooner or later in the race, even if the wind shifts. The course backfired on Saturday (the fleet spent the whole afternoon reaching), but worked well in Sunday's fickle northerly.

SATURDAY SERIES:

OLSON 30 — 1) *Adieu*, B. Joe Rosa; 2) *Think Fast!*, Holt/Milligan; 3) *Impulse*, Barry Danieli. (10 boats)

PHRF A (under 144) — 1) *Absolute 88*, Wylie 37, Keith MacBeth; 2) *Blue Max*, Dehler 34, James Freeland; 3) *Mesmerize*, C&C 35, Todd Lee. (7 boats)

J/29 — 1) *Advantage II*, Pat Benedict; 2) *Potsticker*, Deriebelm/Losch; 3) *J-Spot*, Tom Fancher. (9 boats)

EXPRESS 27 — 1) *Light'n Up*, Ted Wilson; 2) *Locomotion*, Scott McPorter; 3) *Jammin'*, Skip Shapiro; 4) *Abigail Morgan*, Ron Kell; 5) *Tamen*, Ralf Morgan. (25 boats)

SANTA CRUZ 27 — 1) *Concubine*, Brad

Whitaker; 2) *Bloody Mary*, Franz Klitzka; 3) *Dynaflo*, Matt Dini. (9 boats)

PHRF B (145-168) — 1) *Mercedes*, Moore 24, Joel Vertti; 2) *Zot!!*, Choate 27, Bob Hrubes; 3) *Anna Banana*, Moore 24, Joe Durrett. (8 boats)

J/24 — 1) *How Hude*, Hodges/Walecka; 2) *Frogflips*, Richard Stockdale; 3) *Hardtack*, Charles Allen; 4) *Nobody's Perfect*, Moeller/Young; 5) *American Beauty*, Ray Delrich. (20 boats)

MERIT 25 — 1) *Shenanigan's*, Pat Brown; 2) *Twilight Zone*, Paul Kamen. (5 boats)

PHRF C (169-186) — 1) *Poco A Poco*, J/22, George Koch; 2) *Sea Quake*, C&C 29, John Marshall; 3) *ShareHolder*, Holder 20, Gary Albright. (7 boats)

NEWPORT 30 — 1) *Mintaka*, Gerry Brown; 2) *Achates*, Bill Schulz; 3) *Toppallant*, Frank Hinman. (6 boats)

PHRF D (187-198) — 1) *Keewatin II*, Freedom 20, Jensen family. (3 boats)

PHRF E (199-up) — 1) *Cinnabar*, Cal 25, Ed Shirk; 2) *Hawk*, Alberg 30, Wren Collins; 3) *Two-Bits*, Cal T/4, R. & M. Osborne. (9 boats)

SANTANA 22 — 1) *Tara*, Howard Brunn; 2) *Carlos*, Robert Ward; 3) *Buffalo Honey*, Lou Fields. (6 boats)

SUNDAY SERIES:

OLSON 30 — 1) *White Knuckles*, Daniel Benjamin; 2) *Think Fast!*, Al Holt; 3) *Zephyros*, John Skinner. (6 boats)

PHRF I (0-125) — 1) *Special Edition*, Wilderness 30, Eric Sultan. (3 boats)

EXPRESS 27 — 1) *Light'n Up*, Ted Wilson; 2)

Salty Hotel, Mark Halman; 3) *Mantis*, Rich Toite; 4) *Geronimo*, John Wulff. (11 boats)

PHRF II (130-165) — 1) *Magic Jammies*, Wavelength 24, Witcher/Hart; 2) *Zot!!*, Choate 27, Bob Hrubes; 3) *Blue Max*, Dehler 34, James Freeland. (7 boats)

OLSON 25 — 1) *Pearl*, Bill Riley; 2) *Honey's Money*, Bob Evans; 3) *No Slack*, Bill Thurman. (11 boats)

WABBIT — 1) *Mr. McGregor*, Kim Desenberg; 2) *WPOD*, Melinda Groen. (5 boats)

PHRF III (166-186) — 1) *Twilight Zone*, Merit 25, Paul Kamen; 2) *Xanadu*, Merit 25, Bill Glass. (5 boats)

J/24 — 1) *Frogflips*, Richard Stockdale; 2) *Sgt. Schultz*, Dan Simmons. (5 boats)

PHRF IV (171-195) — 1) *Snow Goose*, Santana 30, Ted Mattson; 2) *Antares*, Islander 30 Mk II, Larry Telford. (4 boats)

PHRF V (196-207) — 1) *Temptation*, Cal 2-27, Rollye Wiskerson; 2) *Freyja*, Catalina 27, D. & L. Nelson; 3) *Con Carino*, Cal 2-27, Gary Albright. (11 boats)

PHRF VI (208-up) — 1) *Cinnabar*, Cal 25, Ed Shirk; 2) *Snow Storm*, Ranger 23, George Morris; 3) *Naressia*, Coronado 25, Bobbi Tosse. (9 boats)

FOLKBOAT — 1) *Eliska*, Lesta Nadel; 2) *Xanadu*, Tom Federico. (5 boats)

Coyote Point YC Midwinters

"Another drifter!" writes Coyote Point YC regatta chairwoman Ruth Lee of her club's second midwinter race held on December 3.



LATITUDE/R

is set for July 29-August 16, 1991.

Grand prix gossip: According to Alamedan **Denny Gruidl**, who's been sailing with John Bertrand on the Farr maxi *Longobarda* and the Farr 50 *Windquest*, masthead IOR boats are a thing of the past. "*Longobarda*, and to a lesser extent, *Il Moro* and *Passage* are so much faster than the masthead maxis it's scary," says Gruidl. Everyone in the bucks-up maxi fleet is scurrying back to the drawing boards (a new Bill Cook-designed *Matador* is under construction) and most of the masthead boats are for sale or charter.

While the maxi circuit may be cooling off a bit — probably because no one can be beat *Longobarda* — the 50-footer circuit continues to boom. Two new Reichel/Pugh 50s (*Abracadabra*, *Fujimo*) are being built, as are two new Bruce Nelson designs (*Champosa*, *Insatiable*). Needless to say, all are fractional rigs. John Thomson (*Infinity*) has chartered the quick *Andelsbanken* while he sorts out what kind of new craft to get, and many other 50s are changing hands as that class shakes out into an 'A fleet' (the million dollar fractional rigs) and a 'B fleet' (the

\$200,000 used masthead boats).

Turkey, Texas style: A group of StFYC Laser sailors trekked to Texas over Thanksgiving to sail in the **1989 Bruce Cup**, a.k.a. the North American Interdistrict Championships. Competing on Lake Hubbard in a 77-boat fleet, our District 24 representatives came in second overall collectively. The eight members of our team were Morgan Larson, Patrick Andreasen, Jeff Wallace, Regina "Boomer" Carevich, Brandon Paine, Forrest Fennell, Heidi Scoble, and Bryan "Breakdown" Myers.

Highlights of the road trip included dodging "Volkswagen-sized tumbleweeds" in New Mexico and inventing new ways to amuse each other while waiting for the wind to fill in. **Morgan Larson**, who finished fourth individually, won this category hands down. Performing a stunt he learned in Europe, Morgan pulled out his Laser's daggerboard, flagged down the nearest chase boat and waterskiied through the becalmed fleet at 20 knots.

Junior sailors interested in wintertime Laser sailing/waterskiing should call Patrick Andreasen, a founder of the Northern

MIDWINTERS — CONT'D

The contest started at a snail's pace after an hour-long postponement, with the current and breeze (or lack thereof) almost a repeat of the first race. The course was shortened to 4.78 miles from 5.6, allowing 26 out of 28 boats to finish.

DIV. A — 1) *Spellbinder*, Santana 35, Chuck Johnson; 2) *Wind Warrior*, Peterson 34, Andy McCafferty; 3) *Critter*, Irwin 31, Wayne Hallenbeck. (10 boats)

DIV. B — 1) *Ole*, Soverel 26, John Ana; 2) *Express*, Catalina 27, Roger Roe. (3 boats)

DIV. C — 1) *Chablis III*, C&C 36, Dave Few; 2) *Far Better Thing*, Ericson 30, Charles McArthur; 3) *Intrepid*, Catalina 30, Dick Linehan. (10 boats)

DIV. D — 1) *Chiquita*, Catalina 27, Hank Schade; 2) *Colonia III*, Ericson 29, Juergen Kirberg; 3) *Santana*, Santana 22, Ken Brown. (6 boats)

Golden Gate YC Midwinters

The first race of the earthquake-postponed Golden Gate YC midwinter series was held on Saturday, December 2. "It was worth waiting for!" claimed race chairman Tom Martin of the gorgeous conditions. Over 100 boats in seven large handicap divisions got in some great racing in the 10-13 knot northerly breeze, thanks to the GGYC finally using a committee boat to start the fleet, rather than doing it from the race deck. This allowed a true upwind first leg (to Harding Rock), as opposed to the usual reach down

the Cityfront.

The fleet sailed a challenging 7.5-mile windward-leeward, twice around course, using Harding Rock and Fort Mason as the turning marks. Notable finishes were turned in by Rod and Malcolm Park's One Tonner *Jazz*, which won the large "performance curve"-scored IMS division. *Jazz* took the Manny Fagundes Seaweed Soup Perpetual Trophy (overall best boat in the series) last year, and appears eager to repeat.

ODCA boats were prominent in the results, as J/35s finished close behind *Jazz*, while Express 37s and Santana 35s dominated the next two classes. Islander 36s also fared well in their division.

IMS — 1) *Jazz*, Beneteau 40, Rod Park, RYC; 2) *Kiri*, J/35, Bob & Marina George, RYC; 3) *Ice Breaker*, J/35, Doug Taylor, Walkiki YC; 4) *Bravura*, Farr 40, Irv Loube, StFYC; 5) *Irrational*, Peterson 41, Dan Donovan, SCYC. (18 boats)

PHRF I (up to 90) — 1) *Ringmaster*, Express 37, Leigh Brite, RYC; 2) *Flamingo*, Express 37, Rod Sievers, RYC; 3) *Spindrift*, Express 37, Larry Wright, RYC; 4) *Melange*, Express 37, Steve Chamberlain, RYC; 5) *Pazzo Express*, Express 37, Bill Ormond, StFYC. (19 boats)

PHRF II (93-123) — 1) *Dream Machine*, Santana 35, John Aiken, StFYC; 2) *Flexible Flyer*, Santana 35, Mike Creazzi, SFYC; 3) *Wild Flower*, Santana 35, Art Mowrey, StSC; 4) *Excalibur*, Santana 35, Byron Mayo, EYC; 5) *Power Play*, J/29, Peter Cunningham,

GGYC. (15 boats)

PHRF III (126-141) — 1) *Wave Runner*, Tartan Ten, Krawiec Campbell, JYC; 2) *Wind V*, Etchells 22, Marc Fountain, NoYC; 3) *Salty Hotel*, Express 27, Mark Halman, RYC; 4) *El Raton*, Express 27, Ray Lott, StFYC; 5) *Gammon*, Tartan Ten, Randy Broman, SCC. (12 boats)

PHRF IV (144-180) — 1) *Tom Cat*, Islander 36, Alan Sebastiani, JYC; 2) *Blockbuster*, Islander 36, Bruce Block, SFYC; 3) *Undine*, IOD, Don Payan, GGYC; 4) *Whitecap*, IOD, Tom Allen, StFYC; 5) *Wanderlust*, Ericson 35, Bruce Munro, StFYC. (19 boats)

PHRF V (183-204) — 1) *Summertime Dream*, Schumacher 26, Rob Moore, BTYC; 2) *Viking*, Santana 525, Matt Soderer, SeqYC; 3) *Hyperactive*, Knarr, Stranton/Williams, StFYC; 4) *Toots*, Thunderbird, Curtis King, GGYC; 5) *Red Witch*, Knarr, Craig McCobb, StFYC. (15 boats)

PHRF VI (207 and up) — 1) *Calaban*, Cai 20, David Green, BVBC; 2) *Shazam!*, Santana 22, Bud Sandkulla, JYC; 3) *Windy*, Folkboat, Bill Dumoulin, CSC; 4) *Svla*, Folkboat, Greg Moore/Nancy Peterson, GGYC; 5) *Highway*, Folkboat, David Boyd, GGYC. (12 boats)

Jack Frost Series

"This is a charmed series," says Encinal YC's Shirley Temming of her club's Jack Frost midwinters. "December's race was another winner — the eighth nice Jack Frost race we've had in a row!"

The 7.3-mile windward-leeward course

THE RACING

California Sailing Association, at 347-0259.

USYRU and its Canadian equivalent (the Canadian Yachting Association) recently announced the creation of the **CAN-AM Series**, a new four-regatta series for the ten Olympic classes (Finn, FD, Tornado, Star, Men and Women's 470, Men and Women's Sailboard, Europe Dinghy, Soling). Two of the regattas exist already (Alamitos Bay in April and C.O.R.K. in August), while the two others are new events: Miami (January 24-28) and Marblehead (September). The schedule should greatly benefit sailors aspiring to the '92 Olympics in Barcelona. "The increased competition, the cross-pollination of ideas and information, and the opportunity to develop skills without having to travel abroad, should help both countries," said Mike Schoettle, chairman of USYRU's Olympic Yachting Committee.

Speaking of the United States Yacht Racing Union (USYRU), we're pleased to note that **Tom Allen** (who sails his IOD *Whitecap* for the Saint Francis YC) has been elected one of five vice presidents of that 23,000-strong organization. **Paul Altman** (*Annalise*, Wylie 34, IYC) has replaced Allen as our Area G representative to USYRU. "Everyone in-



Turkeys in Texas? Coach Pat Andreasen, left, getting no respect from "Boomer" Carevich.

involved in the sport of yacht racing should join USYRU," says Allen, whose IOD fleet boasted 100% USYRU participation last year.

In fact, at their December 11 annual meeting, the Wooden Boat Racing Association (WBRA), voted to become a "golden anchor" organization next year, i.e., every member of WBRA has pledged to join USYRU. In return, the woody group will receive a 37% discount on their dues. "USYRU has been under a lot of pressure to reduce the annual dues (\$40 a year)," said Tom. "Broadening the membership base through programs like the 'golden anchor' is a step in that direction."

Joy to the world: Stockton Sailing Club's 18th annual **South Tower Race** ("140 miles of pure joy") will be held on June 15, 1990. "Our new hoist and expanded sun deck are ready for all to enjoy," writes regatta chairman Pat Brown (209-838-3285). Take it from us — this is one of the most interesting/frustrating/memorable sprints we've ever sailed in.

Leaner and meaner: Don't be surprised if the format for next year's **Big Boat Series** is drastically different, something along the lines of a four day, seven race series. Nothing's set in stone yet, but the Saint Francis YC powers-that-be are burning the midnight oil to come up with a solution to the problem of declining entries. One

MIDWINTER RACE RESULTS — CONT'D

on December 16 turned out to be a good one, despite being a bit short given the pleasant 12 knot northerly. "We actually planned it that way," explained Shirley. "We figured everyone wanted to get home early to do Christmas things."

DIV. A — 1) *Surefire*, Frers F-3, Matt & Jon Carter; 2) **First Class**, Express 37, Bill Stauch; 3) *Seabop*, Wylie 34, Don Young. (13 boats)

DIV. B — 1) *Glory Days*, Pretorian 35, Andy Rothman; 2) *Norseman*, Norseman 40, Mike Roper; 3) **Grand Slam**, Cal 29, Fred Minning. (11 boats)

DIV. C — 1) *Twilight Zone*, Merit 25, Paul Kamen; 2) *Billikin*, Wavelength 24, Steve Ritz; 3) *Chesapeake*, Merit 25, Jim Fair. (7 boats)

CATALINA 30 — 1) *Outrageous*, K.D. Speer; 2) *Blue Denim*, Paul Jeans. (5 boats)

DIV. E — 1) *Toots*, Thunderbird, Curtis King; 2) *Cinnabar*, Cal 25, Ed Shirk; 3) *Griffin*, Thunderbird, Jim Giosl. (10 boats)

NON-SPINNAKER — 1) *Enchanted*, Islander Bahama 30, Walt Vance; 2) *Something Special*, J/35, B.D. Frolich; 3) *Venga*, Alberg 30, Jim Byran. (8 boats)

CATALINA 34 — 1) *Goolara*, John Billmeyer; 2) *Wind Dragon*, Dave Davis. (4 boats)

San Francisco YC Fall Series

The second and final weekend of the SFYC Fall Series was held on December 16-17 in a light northerly breeze. "Saturday's race was another beauty," claimed race chairman Bruce Darby of the 8-mile course

into the North Bay and back. Everyone sailed the proper course this time (thanks to an addendum to the race instructions) and everyone made it back through Raccoon Strait against the flood to finish. Unfortunately, Sunday's race had to be cancelled due to lack of wind.

San Francisco YC will host another series, the so-called Winter Series, on January 27-28 and February 24-25. "We realize that the January 28th race occurs on Superbowl Sunday," says Bruce. "We've ordered plenty of wind, and promise to give the fleet a really short course. Afterwards, everyone's invited back to the club to watch the 'Niners win it on our big screen TVs."

SATURDAY, 12/16:

DIV. I — 1) *Ringmaster*, Express 37, Leigh Brite, RYC; 2) *Corsair*, Serendipity 43, Craig Brown, SYC; 3) *Leon Russell*, Express 27, Daniel/Johnson, RYC.

DIV. II — 1) *Finest Hour*, Tartan Ten, Lambert Thom, StFYC; 2) *Limelight*, J/30, Harry Blake, TYC; 3) *Concubine*, SC 27, Brad Whitaker, RYC.

DIV. III — 1) *Esprit*, C&C 29, Charles Kuhn, SFYC; 2) *Shanghai*, Islander 28, Ken Jesmore, SFYC; 3) *Jambalaya*, Ranger 26, John Rivlin, GGYC.

OVERALL (3 races, no throwouts):

DIV. I — 1) *Yucca*, 6 Meter, Hank Eason, SFYC, 11 points; 2) *Ringmaster*, 11.75; 3) *Leon Russell*, 12.75. (16 boats)

DIV. II — 1) *Limelight*, 3.5 points; 2) *Ishtar*,

Aphrodite 101, Bill Wright, StFYC, 12; 3) *Finest Hour*, 13.75. (11 boats)

DIV. III — 1) *Esprit*, 2.25 points; 2) *Shanghai*, 9; 3) *Amante*, R-19, Kirk Smith, SFYC, 10. (10 boats)

Santa Cruz YC Midwinters

"It was another savage day on the water," laughed regatta chairman Mark Dini of the second race in the SCYC midwinters. Held on December 16 in identical conditions to the first race (sunny and no wind), the course was shortened from 3.5 to 1.8 miles, and still took two hours!

Larsen Sails' Dave Hodges won the fluky race handily in the Moore 24 *Adios*, solidifying his hold on first overall after two of the five races in the series. Don Snyder piloted his *Pacific High* through the fleet to finish second, despite being five minutes late to the start. Carol Coatney and her all-girl crew came in third in *Seldom Seen*.

1) *Adios*, Moore 24, Dave Hodges; 2) *Pacific High*, SOB 30, Bassano/Snyder; 3) *Seldom Seen*, Moore 24, Carol Coatney; 4) *Animal House*, Olson 30, Akrop/Lezin; 5) *Bullet*, Olson 30, unknown; 6) *Summertime*, Moore 24, Dennis Bassano, Jr.; 7) *Tsiris*, Olson 29, Dave Nitkate; 8) *Duet*, SC 27, Bob DeWitt; 9) *Mystery Eagle*, SC 27, Sturgeon/Schuyler; 10) *Kabaia*, Olson 30, Jay Bennett. (33 boats)

Sausalito CC Midwinters

Thirty-nine boats raced in the second Sausalito Cruising Club midwinter race on

solution appears to be inviting the J/35 class, which may have its PCCs in conjunction with the Big Boat Series (StFYC will host the Express 37 Nationals a few weeks prior to the BBS).

What a difference a Bay makes: "Anyone tired of the down bay thrash and crash should try next summer's **North Bay Series**," writes Vallejo YC's Mike Irvine. "Members of PICYA clubs are invited to join us for virtually guaranteed 'T-shirt and dry deck' racing, followed by some good partying." The nine race, two throwout series begins on April 21, with subsequent races following on the third Saturday of each month. If you're interested in sailing in some new waters next season, contact Irvine at (707) 938-2940.

The annual **Red Lobster Regatta** was held on the first weekend of December on Lake Munroe (near Orlando, Florida). The regatta attracted 516 boats, solidifying its reputation as this country's biggest inland sailing event. A highlight of the weekend regatta was the celebrity racing, which pitted eight rockstars against each other in a four-race series in Hunter 23s. John Koliuss was the top gun, followed by Peter Isler. Bay Area talent **Russ Silvestri** (with Craig Healy and



LATTUDERICHARD

Victory at any cost: 'Impossible' repels boarders during the last SCC midwinters.

Scott Inveen crewing) came in third, while sailmaker **Norman Davant** (sailing with Jocelyn Nash and Northern California Hunter

dealer Kirk Valentine) sailed well, but had "some problems in the heavy stuff". Ed Baird won the Tom Blackaller Sportsmanship Award for contributions to the sport of sailing.

On the subject of regattas in warm sunny places, Alameda J/boat dealers **Don Trask** and **Kimo Worthington**, along with designer Rod Johnstone of J/boats, ventured down to Lake Via de Bravo (70 miles north of Mexico City) in early December to sail in a **JY15 Regatta**. The trio of Americans came back smiling, and not just because of their race results (Kimo was 2nd, Rod was 3rd and Don was 6th in the 30-boat fleet). "We've sold 72 JY15's to that lake alone!" beams Trask.

What exactly is a JY15, you wonder? "It's the Laser of the 90s — no doubt about it," says Don. The boat, which can be test sailed at J/Boats in Alameda, is a lively "entry level" 15-footer that sails without a spinnaker or trapezes. The boat's unique foam-injected construction makes it light and relatively cheap, says Trask. But is the Bay Area — which is already awash in Snipes, Mercurys, FJs and Laser IIs — ready for another 15-footer? "You bet!" says Don.

Speaking of Kimo Worthington, his **Ultimate 30** project is under construction down at Esprit Yachts in San Diego. The boat is a Laurie Davidson design that will belong to John MacLaurin, owner of the one tonner *Pendragon*. "The boat's a spaceship — it looks like something designed by NASA!" says Kimo, who promised to give us the details soon. Meanwhile, Leon Daniel's and Bruce Powell's *Pt. Richmond Racing Team* (mentioned in last month's *Sightings*), is on schedule and should be sailing by mid-January. Colin Case's *Ultimate 30*, which is going under the name *Albatross Racing Team* for now, is being laid up in the mold that *Pt. Richmond* just vacated.

MIDWINTERS — CONT'D

December 2. Starting from Little Harding, the fleet reached back and forth between Yellow Bluff and Knox (the concurrent GCYC midwinters restricted SCC from using the south side of the central Bay).

It was an uneventful race, other a collision between a J/30 and Gary Kneeland's well-sailed *Ranger 23 Impossible*. The J/30, sailing in the non-spinnaker division, was "playing through" the B fleet when it ran over *Impossible*.

"He tried to drive over us way too close, and didn't respond at all when I luffed him up," claimed Kneeland. The rigs locked — but neither came down — and eventually the boats got untangled with everything intact except *Impossible's* Windex. "Someone ought to give those guys a rule book for Christmas!" laughed Kneeland, who — in the spirit of the season — shrugged off the potentially serious incident.

DIV. I (PHRF < 175) — 1) *Illusion*, E-22, Linda Maxwell; 2) *Sangvind*, Farr 48, Jensens. (3 boats)

DIV. II (PHRF > 176) — 1) *Royal Flush*, *Ranger 23*, Dan Richard; 2) *Wherewolf*, Cal 29, John Hauser; 3) *Nebula*, Cal 28, Carter/Mosher. (11 boats)

DIV. III (Non-spinnaker) — 1) *Little Voyager*, O'Day 22, Lee Garami; 2) *Galante*, Folkboat, Otto Schreier; 3) *P-Trap*, Cal 20, Garry Gorski. (12 boats)

COLUMBIA CHALLENGERS — 1) *Suzy Q*, James Van Blarigan; 2) *Osprey*, Jim Adams; 3) *Libertina*, Wayne Nygren. (4 boats)

GOLDEN GATES — 1) *Sanderling*, Bob Counts;

2) *Fledgling*, Mike Bonner. (3 boats)

BEARS — 1) *Trigger*, Scott Cauchois; 2) *Circus*, Bob Jones; 3) *Watah Bear*, Tom McCarthy. (6 boats)

Stockton SC Midwinters

The fourth and final race of the Stockton Sailing Club's midwinter series on December 16 was yet another windless flop. "Strike three!" said John Notman. "There wasn't a breath of air that day." The results of the series, therefore, were determined by the only completed race, which was held back in October. Jim Coddington topped the Columbia 5.5 Meter with his *Top Gun* that day, while Chris Bruno likewise aced the handicap division with his *Santana 30/30 Dementia*.

Vallejo YC Midwinters

Only nine boats showed up for VYC's second midwinter competition on December 3. They were rewarded with a delightful 10.1 mile lap around San Pablo Bay in a gentle southeasterly breeze. The course was #30 (out of a possible 68 courses!): a beat out the channel, a tight spinnaker reach to the Oil Island, a beat to the Carquinez Bridge and run back to the clubhouse.

DIV. A — 1) *Rubaiyat*, New 30, John Arisman; 2) *Freestyle*, C&C 38, Bill Bradshaw. (3 boats)

DIV. B — 1) *Sleeper*, O'Day 27, Gary Ciccerello; 2) *Shred*, *Santana 23*, John Tyler. (3 boats)

DIV. C — 1) *E.T.C.*, *Santana 20*, Tom Ochs; 2) *Risky Business*, *Santana 22*, Tom Rolf. (3 boats)

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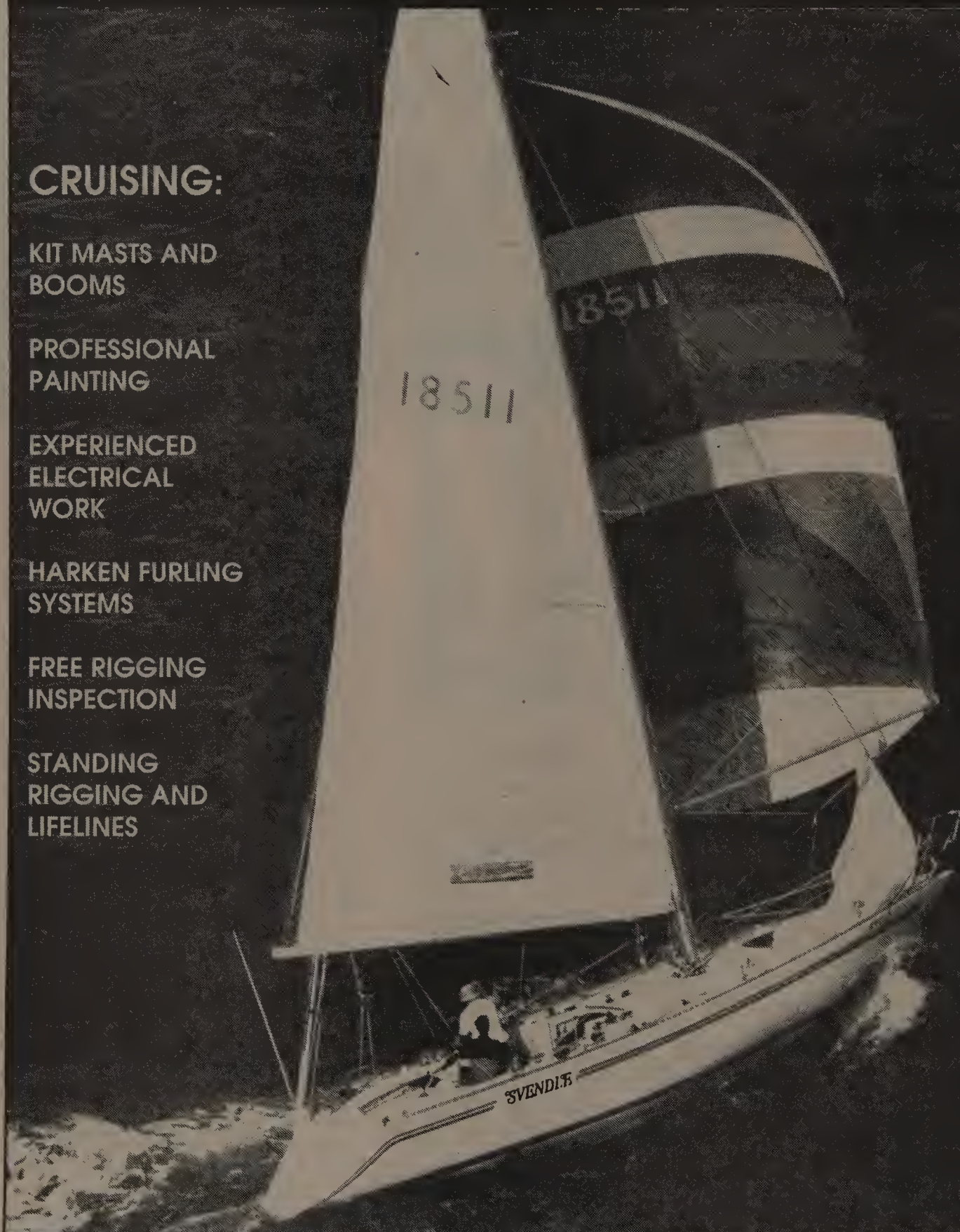
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CHANGES

With reports this month from **Peregrina** in Zihuatanejo; **Jupiter** on the way to Cabo; **Lionwing** in the South Pacific; **Walhachin** back in Vancouver; **Mahina Tiare** in the South Pacific; **Pegasus** in the dentist's chair in La Paz; on the Christmas Fund Raiser in La Paz; on 120 days on an inverted trimaran; **Pacemaker** hauled-out in La Paz; **Sonoma of the Isles** in Tonga; and, *Cruise Notes*.

Peregrina — Nonsuch 30 Rafael & Marsha Davidson General Hospital; Z-Town (Sausalito)

Last March, while anchored off Zihuatanejo, Marsha became seriously ill to the point she was unable to leave the boat. After everything else failed, local recommendations brought me to the newly constructed General Hospital. There I was received by the Director who, after hearing my wife's plight, had a specialist accompany me back to our boat.

The doctor was skeptical about climbing into our little inflatable dinghy while wearing a suit and leather shoes, but he did it anyway. He examined Marsha and

land, he refused to accept any payment for the 'boat call'. So the following day I returned to the hospital to thank the Director and settle my account. The Director explained that the hospital was part of the Mexican government's social security program and that there was no charge. He did, however, say there was something I could do if I wanted to help the hospital. Noting that many hospitals and clinics in the United States upgrade their facilities and equipment often, he wondered if there was any way the discards could be directed to Zihuatanejo.

I promised him that I would pose that question to a larger audience through *Latitude 38*. If there's anyway anyone out there could help, please contact Lic. Alejandro Tena Serna, Administrator, Hospital General, Zihuatanejo, Gro. Mexico



RAFAEL DAVIDSON

Mexican girls such as these would benefit from donations of medical supplies to the Zihuat General Hospital.

prescribed some medications that very quickly led to her recovery.

When I brought the doctor back to



RAFAEL DAVIDSON

Don Beto and Doña Fe, theatre owners and tour guides par excellence.

C.P. 40880. Mr. Tena, who speaks English, can also be reached at 4-36-50.

Another reason we have such fond



memories of Z-town is that the Director's parents are Don Beto and Doña Fe, two of the original residents of what not too long ago had been a sleepy fishing village. Owners of the movie theatre on the main street, they are a wonderfully warm couple who love to show off the beauties and delights of their town. They took the crews of *Marjorie Grace*, *Amoebel*, *Condor* and *Peregrina* to visit the beautiful Valentin beach in nearby Petatlan, and introduced us to the gastronomical delight of boiled Gooseneck barnacles, a local specialty known as *perceves*.

We'll always remember Zihuatanejo as one of the highlights of our cruise to Costa Rica, where we are now.

— rafael 11/21/89

Jupiter — Gulfstar 41 Cameron & Alannah Fish On(!) The Way To Cabo (Carmichael)

Here it is 0545 and I am up writing. A powerboat pulled in next to us last night in Cabo while we were ashore. He ran his generator well into the night, then this morning at 0400 he fired it up again. I dinked over to his boat, banged on his hull



TIM STAPLETON

Fresh fruits and veggies in Z-town; eating right helps keep cruisers as healthy as possible.

and gave him a well-deserved and proper lecture. I was mad! Now I can't sleep, so I thought I'd quietly run our inverter and complete this letter while Alannah and Byron sleep.

Alannah, her 74-years young father Byron, and I arrived in Cabo on November 18 (#13 in the 'Some Like It Hot' rally) in fine shape, our Gulfstar 41 having done very well indeed. We only had a few hours of bad weather, and escaped it by ducking in just north of Cabo. Now that we're here at the Cape it is raining and a little windy; I'd say we got here just in time!

We'd left San Diego on November 8 and had to motor almost all night because there was no wind. Early the next morning we put up the chute and carried it two days to Bahia Tortuga, our first landfall in Mexico. It was wonderful. After working on a few projects, we made a short overnight sail to Bahia Asuncion, about 60 miles further down the coast. After a 15 hour rest, we made the two-day passage to Mag Bay, another 238 miles.

Somewhere on the way to Mag Bay I

caught a nice 10-lb mahi mahi. Then something really big hit, almost spooling my 80# line and bending my heavy pole into a pretzel. It must have been Moby Dick because even though the drag was as tight as possible, the reel was smoking and the line kept going out fast. Finally the line broke, taking one of my feather jigs.

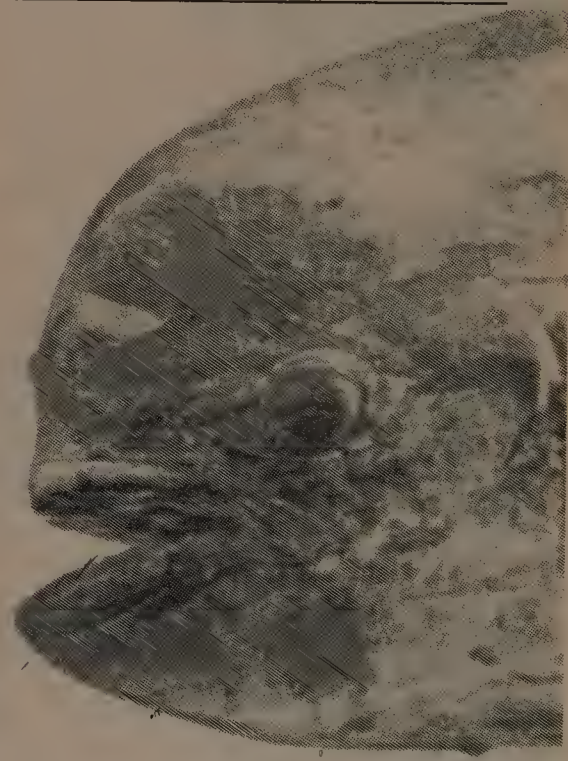
Again we carried the spinnaker during most of this stretch, making 8 knots much of the time. When the wind started to gust so much at night that Byron had trouble steering, Alannah and I performed a miserable take-down. We dropped the spinnaker in the water as the halyard slipped off the winch and burned through my hand. Alannah and I were soaked before it was over, the chute had a small tear near the head, and I had a good burn and lots of blisters on my right hand. That will be the last time I forget to wear gloves.

After hoisting the jib and cleaning the deck, I stuffed some cut potato into my glove to make contact with my burned fingers. Then I went back to sleep. When I awoke my hand was sore but the blisters were much better; in fact only one remains, where the potato fell off.

The next morning more than made up

for it. With the addition of Byron, we were doing 3 hours on then 6 hours off, which is a real treat compared to 3 on and 3 off. With Byron and Alannah sleeping, there was a magnificent sunrise as we approached the point north of Mag Bay. Then the dolphins that had been playing off our bow most of the night returned, reminding me of my two dobermans I had to give up for this trip. I just sat up at the bow drinking my cup of tea and thinking how this was what it is all about.

A while later, after Alannah and Byron had got up, some Mexicans pulled alongside in their panga. I towed them for several miles while I horse-traded with them for several humongous abalone. Oh my, my, I was having fun now! Alannah and her father had never seen abalone come out of the shell before and thought it looked pretty disgusting. Well no sweat. The abalone cost us three cold cervezas and a cheap bottle



LATITUDE/RICHARD

Dorado aren't going to make it as romantic interests in the movies, but they're magnificent fighters and taste great.

of wine, but we threw in some clothes for the *minos* also.

No sooner had the panga left than Whizzzzz zzzzzz fish on! Alannah spent the next few minutes playing a 10-lb tuna. Except that some sea lions came by and

CHANGES

wanted it more. So sure enough, Whizzzzz . . . zzzzzzz sea lion on! Oh how Alannah fought and reeled and fought and reeled! When it was all over she had landed about 8 pounds of the former 10 pound tuna! So we removed the hook to save our expensive lure and threw the remains to the victorious sea lion.

Then I got the hammer and went back to the abalone. With Byron and Alannah looking on in quiet disbelief, I got to work. A couple of hours later, we had 18 delicious abalone steaks, some of which are

in our rigging. We scurried to raise the anchor and flew the chute another ten miles across Mag Bay, almost running aground in the shallows before anchoring behind a shallow spit of land. Soon Alannah got to work on the salad and veggies while I fired up the 'barbie' and put some mahi on the grill. As we poured the wine and sat back to relax, a panga pulled up with six fully uniformed and assault rifle-toting members of the Mexican Navy!

Before they had a chance to make swiss cheese of *Jupiter*, I greeted them with a big, warm smile and called out, "Hola, amigos! Como esta?" I helped two of them aboard so they could check out our papers and copy everything down — which I knew they were only doing so they'd have an excuse for a closer look. We had a nice conversation in 'Spanglish' on the aft deck, while I occasionally paused to turn the fish on the grill. They told me I would have to check in at the Navy base in the morning, then took a 15-second look down below where Alannah, as I had instructed her, said "Mi casa es su casa."

The next morning I got up early to repair the spinnaker while Alannah made a nice breakfast. Then we went over to the Navy base where I was greeted by the commanding officer and his staff of six. We had a nice conversation during which they extended a pleasant welcome and asked us if there was anything we needed. We said 'no', that we were headed for Cabo and needed to get underway. That's life in wonderful Mexico, where everyday is a new surprise — and we welcome it! To thank the Navy, we put on a good show by hoisting the spinnaker in all its glory as we headed out.

We continued on, motorsailing most of the way on the edge of a southerly moving weather front. We had some light rain and I convinced Alannah, heh, heh, to shower on deck. Byron got up and took a picture, and we all laughed. It was a bit cold, so I gave her some warm water, too.

Passing over Uncle Sam bank, the reel began to spin very, very fast. Although I was on deck in two seconds, a couple of hundred yards had already gone out. After the fish headed left, right and all over the place, the swivel broke and I reeled in 300 yards with nothing attached. What a shame, but there was no way I could handle that fish with all the sail set and the modest equipment I had. I figure it must have been

a big wahoo, which are said to hang out in the vicinity of Uncle Sam Bank.

About 60 miles from Cabo Falso we hit southerly winds and began beating into building seas. After six hours of making little progress, we headed toward shore to take refuge behind a small point. But just then Whizzzzz . . . zzzzzzzz fish on! Oh great. Barely able to stay aboard as *Jupiter* slammed through 6 to 8 foot seas, I instinctively snapped my harness to the lifelines, grabbed the pole and got to work, fighting the fish while the boat charged on. I got a good set on the hook, tightened the drag, and began to pump and grind. It was working. The fish sounded and the drag slipped. I pumped and ground some more, and the fish leaped into the air. "Dorado!" I screamed. I don't know how I did it without falling overboard, but I was able to land the 15-pounder, clean it and get it below without losing anything. We made it to shelter, rested for four hours, had a nice dinner, then motored the last 50 miles to Cabo in calm winds. A memorable experience to be sure.

Most of *Jupiter's* equipment is working up to par, which makes this cruiser's life much better than average. I am really thankful I installed an inverter to generate

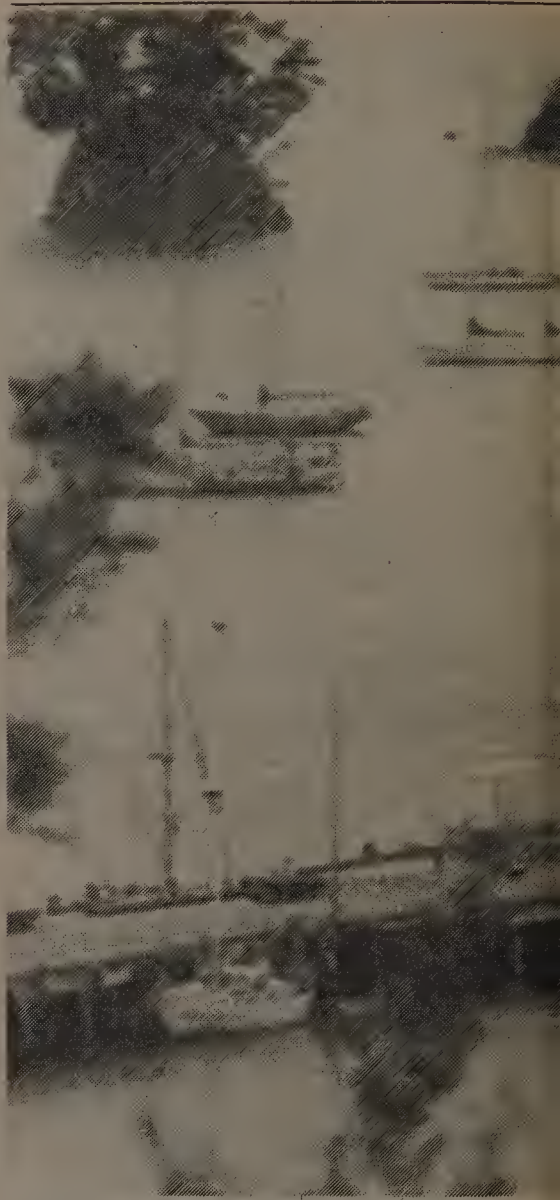


LATITUDE/RICHARD

The old on-deck shower, always one of the more invigorating activities on the way to Cabo.

still in the freezer. Need I say we ate well that night?

Although mid-November, it was hot when we anchored in Mag Bay to rest and swim. The still air must have been close to 90° and the water was 76° and crystal clear. I hoisted the spinnaker to dry in the hot bright sun and lay down to soak up some rays. A few minutes later the wind was blowing and the spinnaker got tangled





LATITUDE/RICHARD

Opua, Bay of Islands, where most South Pacific cruisers hide-out during the hurricane season.

quiet 120 AC from 12 DC. It allows us to run the waffle iron, the juice machine (we brought along 50-lbs of oranges for 'Um good!' fresh OJ each morning), Bryon's shaver, the vacuum cleaner, all my tools, etc. It's just like being at the dock. The solar panels are working well and I finally got the little Yanmar generator hooked up to further charge the batteries. I can go three or four days without charging, and then it just takes a few hours with the Yanmar or running the engine on the way to the next port.

Well, Byron is up now and soon Alannah. We are taking Byron to the airport as he flies home today. Although 74-years old, he proved himself to be a valuable asset the past couple of weeks and we will both miss him. We hope everything is well with all our friends we left behind in Emeryville and hope they were not ill-affected by the earthquake we were so lucky to escape.

— cameron & alannah 11/19/89

Cameron & Alannah — We like the way you handled the visit by the Mexican

Navy. We think it's the best way to insure you — and cruisers who follow in your path — will be treated well.

**Lionwing — Freya 39
Beau & Annie Hudson
The South Pacific
(Sausalito)**

It's been a while since we wrote, so this seems a good time to review what we did with *Lionwing* in 1989.

After spending six very enjoyable months in New Zealand, we departed Whangarei on May 27 for Fiji. Our 8-day trip was a non-event, other than having to dodge a couple of lows that are par for the course. It certainly was handy, however, to have a weather-fax.

We thought we had left New Zealand a little late in the year, but it turns out the Kiwis think nothing of taking off for "the tropics" whenever they can get the time. Thus there was a steady stream of boats coming north after us. In spite of this, it's still a very good idea to make the trip before winter is in full swing.

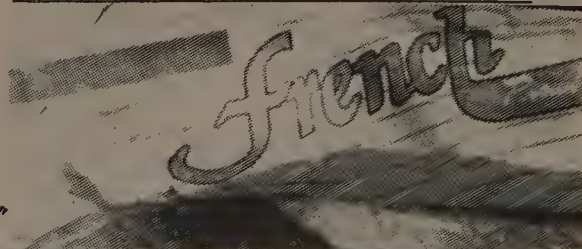
We thoroughly enjoyed Fiji. In addition to being very friendly and helpful to yachties, the Fijians, both indigenous and Indian, laugh a lot. There's an air of

cheerfulness that wasn't always evident in the other island groups. We could discern little evidence of the coup, although we're certain the Indian population suffered in ways perhaps not obvious to the passing yachtie. It seemed like business as usual, which is the Indians run the businesses and the Fijians own the land and do the rest of the work.

Check-in for yachts is fairly straightforward although lengthy. You're required to anchor in the quarantine area and wait for the officials to come out and give you medical and agricultural clearance. Then you move your boat around to Prince's Wharf for Customs and security clearance. After parting with 20 Fijian bucks, you get a custom's clearance. The next stop, Immigration, is about a half mile walk down the road.

Our check-in took about four hours, which is about as fast as it can be done. Another aspect to the cruising paperwork in Fiji is that you have to obtain clearance from the Department of Fijian Affairs before you can visit the Lau group, the Yasawas or islands in the Astrolabe Reef area. For the Lau Group they want a complete itinerary, and the 'clearance' is actually a form letter to the chiefs of the villages asking permission for your visit. However it can take a couple of weeks to obtain the Lau Group papers, as they have to be signed by the Minister who is not always available.

All this paperwork sounds pretty time-consuming and it is. But the officials are all friendly and the cruising here is worth it. We recommend playing by the rules because the government keeps pretty close tabs on yachties. A few boats that didn't



Wherever there are French, there is French bread. It's a good thing, too.

found themselves in pretty serious trouble.

We missed too much of Fiji because we didn't get out to the Lau Group and because both times we headed for the Yasawas we got blown back. Thus we wound up spending most of our post Suva-

CHANGES

area time in the Mamanucas. We used Malolo-Lailai, home of the Musket Cove Yacht Club (previously known as Dick's Place), as the base for our forays. Musket Cove is really a resort that caters to yachties, with a little general store, gift shop, bar, hot (sometimes) showers, plus a beautiful lagoon with excellent holding ground. It makes for a good place to spend some time. We've noticed that the older you get the more appealing a little bit of civilization becomes.

Membership in the Musket Cove YC is simple. You must have sailed there from some other country. That and \$5 (just \$1 for crew) gets you a lifetime membership and your boat's name carved on one of the beams supporting the bar.

Departing Fiji, we had an easy six day sail to New Caledonia, which we can't do justice to without a lot more space. Noumea is very European and everything is available. Being French, the groceries and restaurants are plentiful — and pricey. The scenery and vegetation in New Caledonia are quite different from anywhere else we've been in the South Pacific. Norfolk pines are the dominating flora and the earth is bright red from nickel and iron ore. The popular anchorages close to town are crowded and it becomes chaotic when boats start dragging. You can, however, always anchor with plenty of room if you don't mind a long dinghy ride.

The capital of Noumea is the only port of entry. The formalities were very relaxed — we got checked in at 5:00 p.m. on a Sunday by Customs and Immigration. And they didn't charge extra or grumble. The officials are accommodating, too. Just give Noumea Radio a call on 16 on your way in and the officials will meet you at the Customs dock in Baie de Moselle.

After 2½ fine weeks in New Caledonia, we got underway for Australia. The trip to Brisbane was frustrating; either there was no wind at all or it was 35 knots on the nose. We got *Lionwing* settled in at Manly Marina and flew home for our son's wedding and our daughter's first baby. By early December we should be back in Australia doing some serious exploring.

— beau & annie 11/24/89

**Walhachin — Olympic 47 Ketch
Fred & Roberta Williston & Kids
Mexico & Hawaiian Cruise
(Vancouver, B.C.)**



After a major refit, we left Vancouver in September of 1987 on what would be a 22-month cruise. Our first stop was San Francisco, from where we began harbor-hopping down the coast. We enjoyed California a lot. We crossed the border into Mexico right after Pacific Marine Supply's Kick-Off Party on October 31.

Mexico was a blast! We spent 16 months there and came away with loads of mostly delightful memories of the country, the people and the friendships we made.

By the end of February '89, it was time to return to Canada via Hawaii. It took us 19 days to travel from Puerto Vallarta to Hilo, not counting the five day visit to Socorro Island. We were pleasantly welcomed at Socorro by the Commandante and his navy personnel.

We spent three months visiting almost all of the harbors and marinas on the six islands. Although we enjoyed it, Hawaii is only marginal as a cruising ground. We departed beautiful Hanalei Bay on June 18 and arrived in Victoria 16.5 days later.

We're sorry, but we don't have any horror stories to report; no great mishaps, sicknesses or scary weather. We had a lot of fun and will always cherish the memories, but two years of all this fun and two years of school onboard for the two children was as much as we could stand at the time. What's next? We're not sure.

— the willistons 11/15/89

John Neal and Barbara Marrett, smiling over the good times had during their most recent South Pacific cruise.

**Mahina Tiare — Halberg Rassy 31
John Neal & Barbara Marrett
Tips On The Milk Run
(Friday Harbor, WA)**

We offer the following information in the hopes it will help 1990's South Pacific Milk Runners.

After an exciting seven months of cruising New Zealand, Fiji, Vanuatu and New Caledonia, *Mahina Tiare* is safely tied up in the Royal Queensland Yacht Squadron Marina near Brisbane, Australia. It seems like nearly everyone is ready for a trip back to the States by the time they get this far west! This has been true of Sausalitans Peter Sutter on *Wild Spirit*, Beau and Annie Hudson on *Lionwing*, and former Mayor Fritz Warren on his *Celestial 46*, *Truly Fair*. Seattle yachts currently in Brisbane include *Skamokawa*, Eric and Carolyn Van's *Tatoosh 42*, and *Gra Geal Moi Chroi*, Kay Walsh and Ellis Gidden's *Ericson 37*. Up the coast in Mooloolaba are Deb and Kim Gray's *Niagara 35*, *Savant* and Joel Zuckerman and Sharon Kennedy's *Valiant 40*, *Christopher Robin*; both are homeported in San Francisco.

Fiji: Although the country's proposed constitution, which insures that an Indian-dominated government will never again be elected, hasn't made anyone but Fijian



COURTESY MAHINA TIARE

long as you watch those reefs!!!

This year four couples shipped their boats back to the West Coast from Suva on Blue Star Line freighters. With an average total cost of \$12,000 — shipping, cradle and insurance included — this presents an interesting option for those either in a hurry to get home or less than enthusiastic about a 6,000 mile beat to windward. For several, the rationale was that it would cost almost as much in lost wages and wear on the boat to sail her home.

Several cruisers in Australia, similarly unexcited about the long and sometimes difficult Indian Ocean and Red Sea passages to the Med, are also considering shipping their boats. They have received similar price quotes.

Vanuatu (formerly the New Hebrides) is extremely primitive, quite poor and definitely off the 'Milk Run'. It's what Fiji must have been like 120 years ago. We found people on the outer islands living a subsistence level existence without the benefit of almost any metals or modern tools. By accident we became involved with the John Frum Cargo Cult tribe who live in the shadow of Mt. Yasur, an extremely active volcano. We ended up giving most of our medical supplies to the nurse that runs the nearest medical clinic. Since gaining independence from England and France, the level of health care and education has plummeted. We are contacting the United States Ambassador in Suva to see if some Peace Corps volunteers could be sent.

It doesn't matter if you're headed to Tonga, Vanuatu, Kiribati, the Solomons or Papua New Guinea, please bring all of the antibiotic ointment (Neosporin), skin cleanser (Hibiclens), Phisoderm, Betadine), hydrogen peroxide, Kwell shampoo (for head lice), salicylic acid cream (for ringworm), sterile gauze scrubs and roller gauze, and oral antibiotics you have the money and space for. Our doctor in Friday Harbor also gave us boxes of free physician's samples before we came back to the boat last year. All of these things were really appreciated by the local nurses. It's our observation that many of the clinics have well-trained local nurses, but few of them have the necessary medical supplies to treat their patients.

Joel Zuckerman of *Christopher Robin* carried the sharing philosophy much further. An ophthalmologist from Fresno, Joel treated locals and trained doctors in Tonga and Fiji

on a volunteer basis.

New Caledonia. An important French territory with a large naval and army presence, New Caledonia is a drastic contrast with the rest of Melanesia. The capital of Noumea has one of the largest and nicest yacht clubs in the Pacific, the Circle Nautique Caledonia. The officials were among the most friendly we've met and the local French residents and sailors were super-helpful. Although visas are required for Kiwis and Aussies, Americans don't need them. Anything a yachtie could want is available in Noumea, but at fairly high prices. If you're on a limited budget and need to reprovision, skip New Caledonia and stock up in Fiji.

We were planning on sailing back to New Zealand for this hurricane season, but at the last minute Barbara decided that she wanted to see koalas and kangaroos. So we borrowed a few charts, waited a couple of days for the best weather, and took off for Brisbane! The passage to Australia is a lot



COURTESY MAHINA TIARE

'Mahina Tiare'; after many years of fine service, John Neal's replacing her with a bigger sister.

like the one to New Zealand; you want to get it over as soon as possible. Thus we ended up motoring for three of the seven

hard-liners happy, Fiji is still one of our favorite South Pacific countries to visit by sailboat. The hospitality and friendliness of the Royal Suva and Musket Cove yacht clubs lives up to their legendary reputations, and the relative low cost of living and reprovisioning is second only to Pago Pago.

The reefs of Fiji, however, are treacherous. During the 75 days we were there, we saw or heard of nine yachts and ships that piled up on the reefs. Only five were pulled off. Strong currents that sometimes flow in the opposite direction of the prevailing winds and the great number of coral reefs make Fiji a navigator's challenge — and sometimes nightmare. Problems with SatNavs make navigation even more difficult.

Last year we developed a theory, confirmed this year, that for some reason SatNavs operate with reduced accuracy around Fiji and to the south. No matter what brand SatNav was used — we talked to cruisers with Magnavox's, Navstar's, Furuno's, and Si-Tex's — cruisers would get zig-zagging fixes, first to one side then the other, of their actual position. We confirmed this by taking bearings on distant islands and closely watching our dead reckoning position. The strange phenomenon doesn't appear to be caused by any land mass since we experienced it as many as 800 miles to the south. In any event, Fiji is a super place to cruise — as

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days. It was a good thing we did, because the boats leaving a couple of days behind us hit 35-knot headwinds.

(Editor's note: We will continue with John and Barbara's report on Australia in the March issue).

— john & barbara 11/9/89

Open Wide In Mexico Pegasus — Downeast 45 Schooner Ed & Cathy Longwell (Northern California)

We spent the last year in Mexico; the winter months on the mainland and the summer up in the Sea of Cortez. We loved the tropical vegetation, meals at the beach palapas and the lively music of the mainland. Baja was a stark contrast, with its desolate islands and desert coves. The diving was exceptional however, and with the humidity of summer, we spent a lot of time in the water.

We were hit by a *chubasco* one September night in Concepcion Bay. It had

around taking down the awning and throwing other things below.

We were in Agua Verde when hurricane Raymond hit San Carlos, Sonora. Although we had winds of up to 40 knots for several hours, we didn't even know about the hurricane until we heard about it the next day on the ham net. The wind is usually too light for sailing in the Sea of Cortez in the summer, but when it hit it sure got our attention.

We are now hauled out in La Paz to raise Pegasus' waterline again, paint the bottom and generally get her cleaned up and polished before heading across the mainland again and then in March on to the Marquesas.

While in La Paz we also wanted to get our teeth cleaned and checked because it had been two years since we'd seen an American dentist. We visited Dr. Martin Tirado Cruz on Independencia Street, Number 309-1, and heartily recommend him to others. Martin speaks very good English and says he like to practice it. He has a modern office and performs professional services at a reasonable price. We wouldn't hesitate to have any kind of dental work done by him.

Another cleaning task we put off until arriving in La Paz was the laundry. Most of the time we do it by hand, but there is a great laundromat at Marisla Moorings. It's the only one we've seen in Baja with machines that actually work!

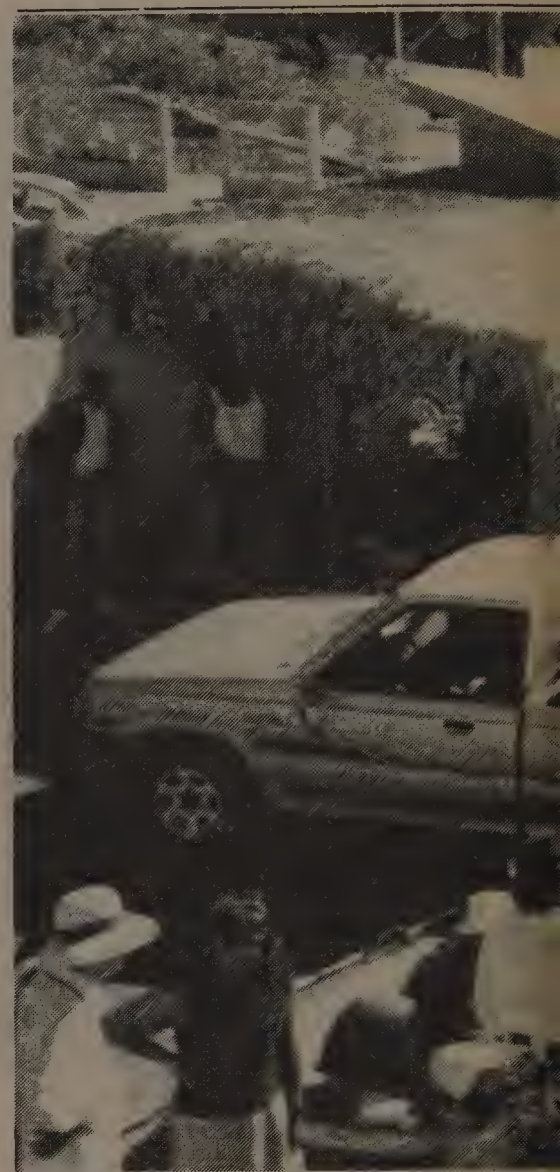
As the saying goes, 'you can get anything you want in La Paz'; and it's true. All you have to do to find it is just spend time walking around town or by asking on the 0800 net Monday thru Saturday. There's a wealth of knowledge and assistance in the cruising fleet.

— ed & cathy 11/21/89

Christmas Fund Raising By Yachties In La Paz

Members of the cruising fleet and foreign residents of La Paz were busy in December working on Christmas Drive to brighten the holidays of the families in the colonias of La Paz. They were ably assisted by Sr. Luis Camalich and the Pentathlon Deportivo, a civic-minded youth organization.

On December 3, chairman of the Cruising Club of La Paz' Christmas Drive, Wally and Tina Burr of *Dawntreader*, had a *carne asada* fiesta at their home in La Paz



to help finance the drive. Approximately 200 people had a wonderful time during which \$800 was raised. The children in attendance had a good time also, wacking away at a *pinada*.

On December 10 an auction was held to raise more money. The cruising fleet dug into bilges and lazarettes to find items to donate to the auction. Apparently they dug deep, for when the auction was over the Cruising Club of La Paz had raised an additional \$2,800 for the Christmas Drive.

What happens to the money? It's combined with a parallel Christmas Drive that's been organized for the last seven years by the Junior Chamber of Commerce, which solicits funds from local businesses and collects money on the street.

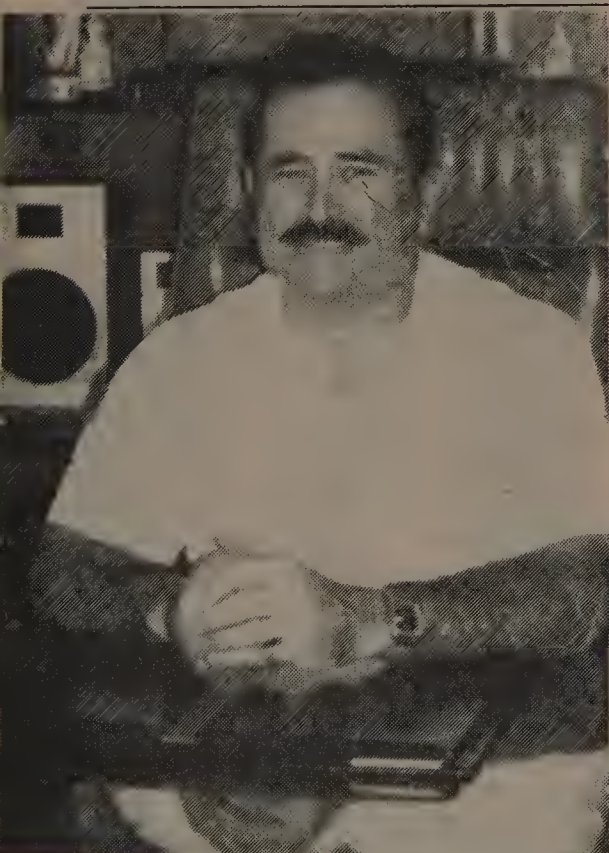
The culmination of it all took place on Christmas Day at the square on the Malecon when Santa distributed gifts, food and clothes to the less fortunate families of La Paz.

Hats off to the cruisers, the Cruising Club of La Paz, the Pentathlon Deportivo and the Junior Chamber of Commerce.

— don perkins

Details On 120 Days At Sea On A Flipped Tri

Two issues ago we briefly reported on



'Yes, I'd love to do a little drilling on your teeth.' Martin Tirado Cruz of La Paz.

COURTESY PEGASUS

been flat calm until midnight when the wind came out of the east at 50 knots for half an hour, during which time we scurried



DON PERKINS

how four men survived 123 days at sea on an flipped trimaran off New Zealand. Thanks to New Zealand newspaper clippings sent by Alameda's Craig Uhler and Kerry Bramwell, we'd like to share some additional information about that incident.

The boat involved was the *Rose-Noelle*, a 40-ft trimaran that had been built in New Zealand over a 7-year span by her owner/skipper John Glennie, who is described by friends as a "alternative lifestyle sea gypsy". Although a free spirit who disdained auxiliary engines and liferafts, Glennie nonetheless is a careful man who had invested in other kinds of safety gear.

Having missed the North Island Cruising Club fleet cruise to Tonga, Glennie and three novice sailors left Picton, at the northern end of New Zealand's South Island, for Tonga on what was to be the first leg of an extended cruise in the South Pacific. On June 3, just three days into the cruise, they encountered 60-knot winds and deployed a parachute sea anchor. Unfortunately, the sea anchor got fouled in the structure of the tri, so she lay beam-to the seas, exactly what the sea anchor is designed to prevent. After hours of being caught in this position, the four crew heard the approach of a breaking wave that

La Paz mariners and friends turn out for the Cruising Club's auction to raise money for their Christmas Fund.

"sounded like a freight train". *Rose-Noelle* flipped over and would remain inverted for the last of her days.

After several hours of remaining in the upturned boat, Glennie cut a hole in what had been the bottom of the boat, allowing the trapped men to escape topside. Glennie then repeatedly dove under the boat to retrieve safety gear, food, and materials with which he was eventually able to build a very small 'cockpit'. The boat's EPIRB was turned on and the men expected to be rescued within days — if not hours. Although the EPIRB is believed to have worked for one week, its signal was either too far off frequency or too weak to be received.

The men's spirits rose and fell in the early weeks of their ordeal. In the beginning they'd sing together to keep their morale up and did well. The fact that the air and water were warm were contributing factors. But other days their spirits would drop and there were early disagreements over decisions such as how to ration the supplies of food and drink.

After about 40 days, however, the four seemed to pull together as a team. First

they built a system to collect rainwater, then they began to go after fish. By this time barnacles had begun to grow on the boat, attracting fish, including some good-sized yellowtail and grouper. While the men had poor luck catching them with a hook, they eventually became good at spearing them. The fish were eaten raw, marinated with vinegar, or with coconut milk and a whole range of other spices. "We began to eat pretty well," remembers Glennie.

It got even better after Glennie recovered the boat's now-rusty BBQ. Using some of the boat's timber as fuel, they began to have BBQ'd fish. Later, when they began to crave hot tea, the galley propane piping was ripped out and a crude stove fashioned. By this time they were admittedly living quite well; eating fresh fish, drinking plenty of fluids, playing chess and relaxing, waiting for whatever was to come. Their only concern was the rough weather that came through every ten days or so might soak everything.

A watch was maintained at all times. Two ships and two small sailboats passed close enough to be seen, but attempts to signal them were in vain. After 116 days, Glennie noticed that they were drifting in a straight line with the jet contrails overhead, contrails that presumably lead to Auckland, Wellington and Christchurch.

Six days later they were either hallucinating or saw land. After watching carefully for ten minutes, they knew it was the latter. As they approached shore a small plane flew over, but continued on. Unsure if they would drift onto to what turned out to be the Great Barrier Island off Auckland or drift past it, the three crewmembers decided to fabricate a raft and go for it. Glennie wanted to stay with his boat, but decided to join them. In the end, the trimaran came ashore at the same time as the men, almost crushing them. *Rose-Noelle* was quickly smashed to pieces.

Although he was sure his tri would never sink, Glennie nonetheless figured that having "faith in God" and benefitting from a series of "little miracles" is what saved them. He notes that although he believes they drifted some 700 miles to the east of New Zealand, somehow they ended up drifting against the predicted currents to an island not far from Auckland.

Three of the four survivors said they'd do another ocean crossing again; the fourth said that he'd stick to daysails out of

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deference to his family.

The following is some editorial comment from Craig Uhler and Kerry Bramwell, who are on a holiday to New Zealand, Australia and south central China:

"Allegations that the whole *Rose-Noelle* episode had been faked led to a Board of Inquiry. The verdict was that the four had indeed spent the time at sea. We also learned that EPIRBs are not monitored in New Zealand.

"To all of the mono-maran owners out there, take note, nothing beats a multihull as a stable platform on the ocean — even if the multihull is upside down.

"A quick note about New Zealand. Prices are higher here than in California. If you want boat gear, be prepared to pay extra as most is imported and costs dearly. It's a shame you can't even buy inexpensive vegetables in a country that is based on agriculture. The economy of New Zealand is in the early throes of disaster.

"We're now off to the Barrier Reef and eventually the start of the Sydney to Hobart Race. We miss our boat, the *Kiku Maru*."

— latitude 11/15/89

Readers — Steve Kyle sent us a clipping from the *Seattle Post-Intelligencer* from which we gathered the following information on another late 1989 rescue: the sinking of *Ascension* off South Carolina the day before Thanksgiving. The incident was briefly mentioned in the December issue.

— The two 44-year old adults onboard the 1921 Danish-built 43-foot ketch, *Don Bothell* and Paula Carroll, are both veterans of many years of commercial fishing off Alaska. The other passenger was Carroll's 13-year old son, Jacob. The three had bought the boat on the East Coast and intended to spend the winter sailing it back to Cordova, Alaska, where they would live aboard.

— Although the weather was rough, the reason the boat began to take water and eventually sink is because "one of the booms broke loose in the storm and hit the side of the boat, possibly breaking loose some planks".

— No doubt as a result of their ocean experience off Alaska, they were well-equipped with safety gear. Before abandoning ship for their liferaft, they donned survival suits, and loaded on plenty of food and water.

— The most important piece of safety gear, however, was their EPIRB. With its



signal reaching a satellite almost immediately, the three were plucked from their liferaft only four hours after their uninsured boat sank. Having spent such a short time in the liferaft, all three were rescued in excellent condition.

Why didn't *Rose-Noelle's* EPIRB work as well as *Ascension's*? After our survey of locally owned EPIRB's, we believe there are three good possibilities: 1. When batteries get low on some EPIRBs, the 'functioning' light goes on even though there isn't enough power to send out a signal. 2. *Rose-Noelle's* EPIRB may have put transmitted an off-frequency signal, a defect all too common on older EPIRBs. 3. *Rose-Noelle's* EPIRB might have been manufactured prior to October 1988, during which time EPIRBs weren't required to have precise enough signals to be picked up by satellite.

Pacemaker — Weco 40
Steve Sidells
La Paz, BCS
(Menlo Park)

I recently made a three-week trip to La Paz to supervise the haulout of a 40-ft steel cutter and learn about the area. The trip was punctuated by several unusual events.

We all know that life in any boatyard can be difficult, but that word doesn't adequately describe getting the work done when the language is foreign and the paint

Now that whales are making a comeback, they're seeming to be more curious — and aggressive.

is a hi-tech two-part epoxy primer timed to the application of the final coat. As always, new problems are discovered in the yard. In this case, it was a long length of filament fishing line which had worked its way into the cutlass bearing. It melted around the shaft and tore up the rubber bearing, suggesting to me that it would be wise for cruisers to carry a spare.

Fortunately, everything at the yard was done correctly, safely and with lots of patience. This thanks to the considerable experience of the Sr. Andres Abaroas family which owns the yard. Nonetheless, it's a good idea — as with all boatyards — to keep a close eye on the work being done. I also learned that staying in a nearby hotel is preferable to trying to sleep aboard in a Mexican boatyard.

With the boat freshly painted, I embarked on a singlehanded sail to the Partida anchorage 28 miles outside of La Paz. Nearing the islands, I heard a blowing sound and saw two whales about a quarter mile off my starboard beam. I next noticed them surfacing 10 minutes later 200 yards off my beam — and headed in my direction. I ducked blow to grab my camera, and just as I was coming out of the companionway BONG! one of the whales struck the boat broadside. The seas were



calm at the time, I had the engine off and the depthsounder on.

Fortunately there was no damage. I figure they were most likely Brydes' whales and had struck the boat out of curiosity rather than aggression. In any event, the whale that struck the boat now has the best anti-fouling of any whale in the Sea of Cortez.

— steve 11/14/89

Sonoma Of The Isles — Steel Ketch Clive King South Pacific (Sausalito)

Having left my boat at a mooring in New Zealand's Bay of Islands during the first half of 1989, I returned in July with a bundle of *Latitudes*. I must compliment the people of Opuia, especially: Jim Ashby and his excellent boatyard; George Bateman, the Ocean Cruising Club Port Officer, and his wife Dorothy, who make all yachtsmen feel welcome, and Jane at the post office, who seems able to commit to memory the face and name of every member of the 300 yacht that congregate in Opuia each December to sit out the hurricane season.

With a crew of three Kiwi friends, we reprovisioned the boat and set sail for Tonga in early August. Blowing 35 with gusts to 50 on a close-hauled course, it wasn't the best weather, but we were out there! The crew included Class of '88 Milk

Runners John and Shaunty of *Ocean Onyx*.

A fast week long trip later and we were in Tongatapu, Tonga. King Taufa'ahau Tupou, a stately 72-years old, take his daily constitutional sculling in the yacht harbor, which, I suppose, makes him a constitutional monarch. We were joined there by crewman John Putt's six-year old daughter Marie Claire from New Zealand, as well as Californians Jacque Scace, Lewis and Abby Seiler, and 15-month old Whitney Seiler.

We six adults and two children (or was it the other way around?), sailed first to the Ha'apai group (where Mr. Christian told Mr. Bligh his ticket had expired), and then Vava'u group. These islands are the best kept secret in the western world. The people are friendly, the beaches beautiful, the waters protected, and the climate, being not quite as hot as many other islands, is perfect.

I left *Sonoma* in the care of John King while I returned to the States for September and October. When I returned to the 'Friendly Isles in November, it was with Meredith, my five-year old daughter. Already seasoned from many years on *Sonoma* in San Francisco Bay, Oceanic Society sails, and 1986 sailing the Gulf Islands of British Columbia, she settled right in. I distributed more *Latitudes* in Tonga, and found they were as eagerly sought by Kiwis and Brits as Northern Californians.

Soon to arrive were Jerry and Sheri aboard *Spirit*; old friends, they had left Sausalito in 1987. The two had just finished a year in Samoa where he'd served as Assistant Attorney General and she taught school.

By November most yachts were wing-and-winged it to New Zealand. Those of us remaining 'in town' were Greg, Sherri and 14-month old Michelle on the Vancouver-based *Lazy Bones*; David and Mary on *Kismet*; Peter from Jersey, Channel Islands making his second time around the block about his modified Swan 43; Don on the San Diego-based *Green Dolphin*; and Ed on the Hawaii and Newport Beach-based *Elusive*.

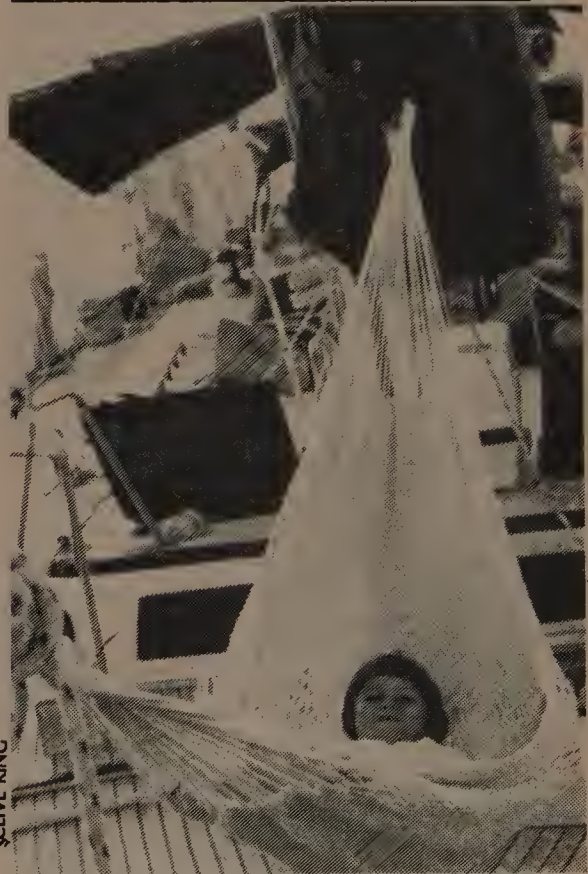
There aren't many Spanish yachts in the South Pacific, but those that were seemed to be in Vava'u. This include *Rock 'n Blues*, *6 Julio*, and *Nin & Carmen*, all 'wintering' (the Antipodes and all that) in Tonga.

Friendly, helpful and efficient local

folks include Sandy, Tomas and Julie, who manage The Moorings fleet of Beneteau yachts. And we can't forget Don Coleman, a home-grown from Petaluma whose folks still live in Petaluma; he runs the local boatyard.

The people of the Kingdom of Tonga (it was never colonized) remain truly friendly, honest and giving. Suggestions for items with which yachties can reciprocate: simple non-prescription medical aid such as hydrogen-peroxide; antibiotic ointments; plasters and bandages. Also, perfume, fancy earrings, childrens clothes, exercise books, crayons and pencils. *Malo apito* means 'many thanks'.

P.S. Some pearls from my daughter Meredith: "kermit crabs" and "calorie shells". Also "Daddy, what are you going to be when you grow up?" As we looked for



Five-year-old Meredith — living like a King aboard 'Sonoma of the Isles'.

cowries, tritons, rock clams and horse mussels: "Are we hunting for eating shells or looking shells?" And finally, as we flew home across the Dateline, "Why was it Monday yesterday and Monday today?"

— clive king 11/18/89

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Cruise Notes:

California Dreamin': Peter and Robin Leth, who departed Sausalito six years ago aboard **Jazz**, their Freya 39, for Mexico, the Canal, the East Coast to settle in Connecticut, have just about had all they can take. Leth says the light air racing of the East Coast doesn't suit their heavy Freya and that the locals don't suit him. "You are what you earn in the Northeast," the architect explained, rolling his eyes.

Leth, who figures he, Robin and four-year daughter Colleen might sail back to Northern California (or, the Med), recently helped deliver a Ted Hood-designed Little Harbor 62 to Fort Lauderdale. The best part of the trip was arriving in Florida where he was able to renew his acquaintance with **Walter and Emily Boris**, two San Diegans he'd met while cruising in Costa Rica five years before. The Southern California couple had sailed their Cal 29 to Panama where they sold it to a member of the United States Armed Forces with the wonderfully appropriate name of Captain Liberty. Purchasing an Islander 36 replacement in California, the Borises made a brief cruise to Costa Rica in 1985, sailed home to work in the computer business for awhile, then sailed through the Canal to relocate in Fort Lauderdale.

Also California Dreamin' is Wayne Stevens who runs Atlantic Sail Traders in Sarasota, Florida. Stevens left California aboard the trimaran **Illusion** in 1982, arriving in Cabo San Lucas just after the infamous blow put some 30 boats up on the beach. Having had all he can take of the Sunshine State, Stevens is now shopping for a 35 to 40-foot trimaran to take him in the direction of New Zealand.

Tom Hughes and Sarah Wright have been having "all or nothing" with regards to the wind on their way down the California coast to Mexico aboard their Yankee 30, **Frolic**. "We sat in the Channel Islands Harbor for a week due to Santa Ana winds; then we had to motor all the way to San Diego." The Sausalito couple was hoping to make Cabo in time for the big Christmas bash.

Marijane Evans writes us that a 'neighbor' in a Kralendijk, Bonaire anchorage gave her "the best Christmas present I can think of", the October issue of *Latitude*. The present was from Dick Muenzer, who along with his wife Pat had built **Osprey**, a three-masted 55-foot Marco Polo design in Northern California eight years ago to circumnavigate. Sadly, Pat passed away last summer after completing most of the trip. Dick now has friends helping him finish the voyage back to San Francisco via Curaçao, Aruba, Panama, Costa Rica and Mexico. "Dick is a very special person," Marijane

writes in closing.

Speaking of names from the past, boat show attendees might remember Andrew Dossett, former owner Seagull Marine, distributors of Avon inflatables and Seagull outboards on the West Coast. Dossett sold Seagull Marine to Avon about five years ago and we hadn't heard a peep from him since. The good news is that a former employee tells us Dossett is alive and cruising aboard **Bonnie Doon**, his handsome Wells-designed 37-foot wood ketch. Dossett had sailed the little beauty to Ireland the summer before selling his business. Since selling he's been spending winters in Newport Beach and summers living the good cruising life in the Med. This was his summer for Turkey and he reportedly loved it.

Doug and Rae Clark Shults, with children Alison (12) and Steven (9), are now sailing the Bahamas, reports their cruising friend Kathleen Rogge, who spent part of November with them in the Florida Keys. The San Rafael YC members left on a cross-country trip a year ago September to pick up their new 30-foot Gemini cruising catamaran, 2x4, and cruise down the East Coast. The family expects to reach the Virgin Islands in four to six months, where they'll stay with Rae's father for several months before taking off again. Lillian, a little dog, is the ship's pet.

Frank and Rose Corser, retired cruisers who have been running the **Keikahanui Inn** at Taiohae Bay, Nuku Hiva for the last bunch of years, wrote in late November to say that the first few members of the 'Cruising Class of '90' have arrived. Frank and Rose want to remind everyone sending packages to yachts 'care of' the Keikahanui Inn to be careful to address it just that way and not 'care of' Frank and Rose. "Packages usually arrive after the yacht in question has left, and we get stuck with the customs and no way to forward the contents," they explain. For those who don't know, the Corsers have published at least four editions of their excellent *Tahiti Traveler's Guide*, which is more accurately a detailed guide to all of French Polynesia. We recommend it highly.

The Corsers also mentioned they were delighted that a hotel guest brought them a copy of the November *Latitude*. If you're headed where lots of cruisers can be found and are looking for an ice-breaker, remember we'll be happy to UPS you a bundle of *Latitudes* to pass out while on your vacation. Just give us a couple of

weeks advance notice.

You may recall a few months back we warned that a potential crisis was brewing in **Panama** over the required January 1 appointment of a Panamanian as Canal Administrator. The crisis being that under the terms of the Canal Treaty, the U.S. Senate would have to approve the nominee of Bad Man Manny Noriega. It's going to snow in the Miraflores Locks before that happens, so the problem continues to fester and may blow up at any time. Noriega nominated Tomas Altamirano-Duque, director-president of Panama's biggest newspaper. The nomination was rejected in mid-December by President Bush, who has asked Fernando Manfredo, the current deputy administrator, to serve as acting Canal Administrator. Altamirano-Duque says that if Manfredo accepts the post he will be guilty of treason. Stand by for fireworks.

Flash! As everyone knows by now, the Panamanian fireworks started on December 19. In a remarkable coincidence, the morning of the invasion we received a *Changes* from San Francisco's John Koehler, who had just transited the Canal aboard the Brown 37 trimaran **Samuel S. Lewis**. Koehler's opening line reads: "Despite what you might have heard, Panama is not as dangerous a place to visit as the United States press reports."

Three years ago a retired Hope King needed a project to occupy some of her retirement time in La Paz; she chose volunteer work for the **La Paz Orphanage**. A year later the Commodore of the Cruising Club of La Paz asked her to let them sponsor the orphanage as one of the club's projects, something he assured her would be approved at the next meeting. For the next 18 months she was supplied with club stationery to write letters appealing for donations of clothing, food and toys. Thanks to stateside friends and the help of locals, the project has been very successful.

Just recently Hope learned that the matter of sponsorship was never brought up before the club; further she was informed that the club didn't want to sponsor any project no matter how worthy. "It was all my fault," she says, "I should have checked further to make sure the project had been approved."

Things could be worse for the orphanage. Wrote Hope in November: "The orphanage is again an independent project by a few good people and the *important* thing is that the children are being taken care of. This is an ongoing project for us, not just a Christmas project. We want to assure all those who donated that your donations are going to the children and to

their Christmas Party on December 14. I only wish all you wonderful contributors could be here to watch these children as they receive your gifts. On the 14th each child will be getting several pieces of clothing, toys, candy, ice cream and some cake. Special thanks go to the Rotary Club of Calaveras County, which donated \$700 worth of clothing and toys; to the Lane family of San Diego, who donated four boxes of clothes and toys; to Gabby at Downwind Marine; to Joe and Rennaie of *Indulgence*, to *Black Jack* and to the other contributors of the yachting community."

And to you, Hope King.

In the October issue, Bob White of Colorado wrote in asking for information about a **South Seas Cruising Association**. Terry Long, on *Eros* in Mooloolaba, Queensland, Australia writes: "I don't know of a South Seas Cruising Association, but there is a South Seas Cruising Club that hosts various cruising events in the South Pacific. Their main event each year is the Great South Pacific Yacht Regatta, which starts from New Zealand in the middle of May. The fleet visits Tonga, Fiji, Vanuatu, New Caledonia, Lord Howell Island, and finishes in Russell, Bay of Islands, New Zealand. We were fortunate enough to participate in some of the legs; it was well-run and attracted cruising boats from all over the world. In addition, to the GSPYR, in 1990 the SSCC is also planning to host a regatta from New Zealand to the Great Barrier Reef. The Club's mailing address is P.O. Box 103, Huntly, New Zealand."

The Darwin Sailing Club would like all cruisers — and racers — to be aware that the 14th running of the **Darwin to Ambon** yacht race will commence on July 28, 1990 from Darwin Harbor. The finish line lies 600 miles downwind at Ambon Island, Indonesia. According to officials, most entries cover the course in 3 to 5 days, pushed along by 10 to 20 knot southeasterly breezes.

Several west coast cruising yachts have participated in this event recently and most said they enjoyed it very much. One of the benefits of entering is that you automatically get a three-month Indonesian cruising permit, something that can otherwise be difficult to obtain.

One of the 'Spice Islands', Ambon is off the normal beaten track. Nonetheless, it still offers good provisioning, fuel, water and mechanical repairs. The rest of Indonesia can be even more interesting, according to *Latitude* readers who have cruised there.

The Ambon Race will have three divisions: racing, cruising and multihulls. Each boat must have at least three crew

and equipped with typical ocean racing safety gear. Handicaps will be based on the Hood Rough Rating Rule, which is said to be able to give real cruising boats without spinnakers at genuine shot at the cruising class trophies.

The 1989 Darwin to Ambon fleet consisted of 40 entries. Half were from Australia, half from other nations. The \$400 (Aus) fee buys you a lot, including stuff you can't get in U.S. races. You get the permission to race, the 3-month cruising permit for Indonesia, pre-race functions in Darwin, post-race functions in Ambon, and valuable prizes for boats and crew. Then there's the prize pool, which in 1989 totalled over \$10,000!

After the finish of the Ambon Race, there will be a sailing regatta at Manado in Northeast Sulawesi, about 450 miles northwest of Ambon. Last year just 10 yachts competed for \$3000 (U.S.) in prize pool and another \$3000 (U.S.) worth of air travel. The dates of this latter event, also said to be downwind, are not set yet.

For entry information, write the Darwin Sailing Club, G.P.O. Box 3439, Darwin, Northern Territories, Australia 0801 or fax (089) 41 0580.

Anyone recall verse 10 of Coleridge's *Rhyme of the Ancient Mariner*? "Water, water, everywhere / And all the boards did shrink/ Water, water everywhere / Nor any drop to drink." We couldn't help remembering it last month when we bumped into Tony and Cara Dibnah of **Captain Musick** (their *Changes* appears in the December issue). They and the captain of their buddy-boat for the passage from the East Coast to Bermuda to the Caribbean had nothing but rave reviews for the Recovery Engineering's **12 volt reverse osmosis watermaker** they'd both been using. Previously watermakers have pretty much been restricted to larger boats with plenty of AC power to spare. But Recovery Engineering's little baby weighs just 21 pounds and draws only 4 amps while making some 30 gallons of water a day. Tony says if he runs his high-output alternator for one hour a day, he produces all the electricity he needs for both his 12 volt refrigeration system and the watermaker.

While 30 gallons of water a day isn't a huge amount, it's a deluge to cruisers who would otherwise interrupt their cruising to find a town where they could either get water of uncertain quality from a hose on a quay or jerry-juggled out to their boat.

Enough southbound cruisers were buying the units that some retailers had a hard time keeping them in stock. One caveat: the delicate membrane that filters out the salts must be used at least once a week or be 'pickled' with chemicals. If not used or 'pickled', you'll have to buy replacement membranes — at about \$400 a crack! If used properly, the membrane should be good for about 8,000 gallons of water. The entire unit sells for as low as \$1800.

Wally Farrell N6VFB of **Abrazo** says he has "the straight I-was-there scoop on acquiring an XE2 Mexico ham radio license" in Mexicali as of November 14. If you want a copy of his two-page letter, plus the bonus map drawn by Martin Sanchez Zavala, the man who actually gives you your license, send \$1 plus a self-addressed stamped envelope to "Mexico Ham License", c/o Latitude 38, Box 1678, Sausalito CA 94966. Allow three weeks to get it back.

We're not sure how it fit under the tree, but the big news for **John Neal and Barbara Marrett** is that they got a new boat for Christmas. She's a Hallberg-Rassey 42 to replace *Mahina Tiare*, the Hallberg-Rassey 31 that they, and John alone, had sailed all over the South Pacific. The 'old' boat is currently in Australia; the new boat was trucked from Southern California to the Pacific Northwest on December 15.

The couple plans to do 'expedition charters' with the new boat this summer in Desolation Sound, the Queen Charlottes, Glacier Bay and the west coast of Vancouver Island. The following summer they plan similar charters in Hawaii, the Tuamotus, Tahiti, the Cooks, Tonga, Fiji and to New Zealand. Depending on the location, the charters will be from 10 days to five weeks in duration, and "will be designed for folks considering offshore trips on their own boats."

If you're interested in such a charter or even sailing the South Pacific in general, you might want to attend one of the couple's 90-minute programs that will be presented in California during the month of February. The dates and locations are as follows: 2/5, West Marine Products in Sausalito; 2/6, West Marine Products in South San Francisco; 2/7, West Marine Products in Oakland; 2/13, West Marine Products in Newport Beach; 2/14, West Marine Products in Long Beach; 2/16, West Marine Products San Diego. Neal and Marrett will also be conducting Offshore Cruising Seminars February 10 & 11 at Orange Coast College (Newport Beach, 714 645-9412) and February 24 & 25 at the Shelter Island Inn (San Diego 619 223-8989. There is a charge for the two-day seminars.

May your 90s winds be from aft.



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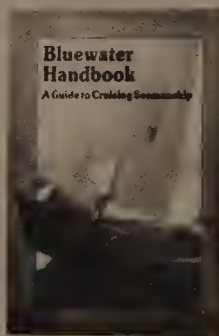
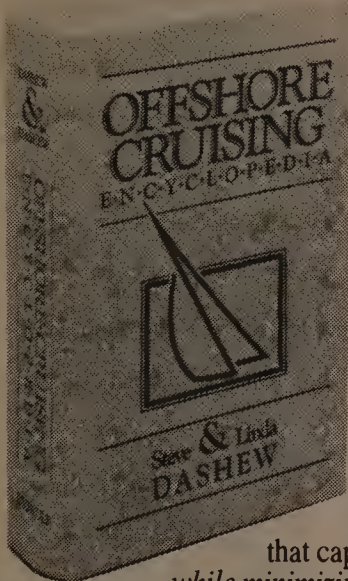
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OLSON 25, 1986. Deluxe interior for racing or cruising. Fully equipped with VHF, knot, full sail inventory plus, and 5 hp o/b. One of the best one-designs on the Bay. \$16,500 or b/o. (415) 591-1336, leave msg.

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TARTAN 30-FT. Wife demands sale! Great Bay boat with many extras. North sails, spinnaker. Save our marriage. Tod (415) 967-6301/948-9722.

CORONADO 25. Excellent condition. 3 sets of sails (2 Pineapple). Very well maintained. Painted in '89. 6 hp Evinrude, compass, KM, head, sink, stove, sleeps five, upwind Berkeley berth. \$4,500. 843-5410 after 6 p.m.

BUCANNEER 295, 1980. Good racer/cruiser. Sleeps 5, i/b dsl, shore power, spinnaker gear, running backstays. \$800 and assume payments - No qualifying (approx \$22k). (408) 559-3405.

CATALINA 25, 1979. Pop-top model. Swing keel, trailer, 10 hp Honda, 9 sails, propane stove, custom boat cover, loaded with extras. VHF, KM, DS. Used very little but well cared for. \$15,000 or b/o, negotiable delivery. Call Hansen (408) 335-3894 in Felton.

CORONADO 30. Excellent Bay/Delta sailboat. '87 survey, wheel, stove, heater, KM, digital DF, new VHF. All new mast and rigging, new Hood SeaFurl and jib, new winches, anchor, etc., etc. \$18,000 or b/o. D: 372-5690.

OLSON 25. #110, the last Santa Cruz hull. Commissioned 2/88. Full set Larsen sails. Signet knot/log, DS, Honda 2 hp o/b, custom Tandem trailer. Perfect condition. Fresh water/dry sailed. Excellent opportunity at \$24,500. Call Mike at (916) 243-4029.

CAL 25, 1968. Excellent condition, epoxied bottom. New: rigging, wiring, water and fuel tanks, ground tackle, stove, interior cushions. Mast and topsides refinished with LPU, 9.5 Evinrude, 5 sails. Great sailing boat. \$7,500. Call Paul (415) 847-6667 wkdays.

BABA 30, 1980 CUTTER. Bluewater cruiser/liveaboard. Roomiest 30 afloat. Hot/cold pressure water, 23 hp Volvo dsl. Extensive equipment list including: AP, refrigeration, dsl heater, dodger, 7 bags North sails and much more. Impeccably maintained and ready to cruise. \$65,000. (415) 655-2735.

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BEDFORD 30. "One of a kind". A serious, strong, reliable, safe cruiser, ready for action. All the gear including AP, Harken roller furler, dodger, micro-wave, gennaker, new rigging. Top shape. Brandt (415) 522-5593.

CAPRI 25, 1986. Like new condition, used only in Lake Whiskeytown and Tahoe. Full race equipment, trailer, motor and epoxy/Micron bottom. \$12,500, offer/trade. (916) 241-0606.

30-FT PEARSONSLOOP. Great Bay boat. Owner stepping up to live on larger boat, so your deal. New bottom, cushions redone, wheel, VHF, phone, shore power, DF, 2 jibs, nice interior, Sausalito berth. \$20,800 or b/o. N: 331-0715 D: 955-9405.

OLSON 25, 1989. North race pkg, deluxe interior, 10 yr warranty, new condition. Trophy winner TransTahoe, etc. PHRF cert. 165. \$19,500. (916) 891-8736.

27-FT CHEOY LEE OFFSHORE 27, 1968. Teak decks, VHF, AP, DS. Rigged for singlehanded sailing. Dsl Volvo engine. Engine needs rebuilding. Opportunity to either buy as is and repower with an engine of your choice or rebuild present engine. As-is price \$16,000. Call Burl Brown (707) 526-1474.

BOUGHT NEW BOAT - Must sell nice Olson 30-ft, immediately. Trailer, Johnson o/b, 11 sails, VHF, KM, boat cover, lots of extras. \$17,500 or b/o. (415) 751-8837.

27-FT CATALINA. 3 sails. Great shape. So. Beach Marina. \$100/month. Jerry 944-5388.

25-FT PACIFIC SEACRAFT 25 MKII, 1978. Yanmar dsl, new jib, VHF, DS, marine head, 2 anchors, dodger and full boat cover. Beautiful teak decks, bronze port holes, new alcohol stove. Sleeps 5. Excellent condition! Best PS25 around. \$21,500. (408) 247-7841 eves.

CLASSIC 30-FT. Oak and mahogany, beautiful Danish built (1930?) International Dragon sloop. Full boat cover, spinnaker, extra sails. Sleek and fast, excellent condition. 5 boat owner reducing fleet. \$4,000 or a part interest. Whitt (415) 474-5220 p.m. or 981-1334 a.m.

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MERIT 25, 1982. One of the best! Great for pleasure sailing on lakes or S.F. Bay. Race ready also. Many, many extras including: foul weather gear. Owner might help with financing. \$8,600. (415) 524-9655.

CATALINA 30, 1982. Excellent, well cared for. Must sell. 30 hp Universal, h&c press water, VHF, AM/FM, AP, depth, knot, jib, boom, 90%, 110%, 2 anchors, epoxy bottom, teak interior. \$27,000 or b/o. Call (415) 964-0679.~

MODIFIED H-28. Beautiful, good condition. 1963. Double planked mahogany, full boat cover, Sausalito berth. \$22,000 or b/o. 331-7814.

CAPE DORY 25, 1979. Full keel, brass portholes, teak cabin, o/b, DF, VHF. Very clean with excellent sails. \$14,000. (415) 620-2830 or 461-0510.

CAL 3-30, 1975. Four sails, adjustable backstay, spinnaker rig, tiller, dodger, Atomic 4 engine, VHF, KM, windspeed/direction, cabin heater, battery charger. Stiff but maneuverable. San Francisco Yacht Harbor berth. \$24,500. Call for copy of brochure. (415) 832-5556.

ERICSON 27. Perfect racer/cruiser/liveaboard. Best berth in Bay Area. Professionally maintained. \$20,000 or b/o. (415) 386-6560.

1975 BUCCANEER - 27-FT SLOOP. Excellent condition, shoal keel, galv Tandem trailer, 4-6 berths, sep shower, head, full cover, 15 hp i/b, 3 bags sails, main, jib & 150 genoa w/cover, Farnet jib furling, AP, self-tailing winches. Oakland berth. \$12,500. John (415) 937-4190.

CAPE DORY 27, 1980. Excellent condition. Autohelm, dsl, VHF, depth, speedo, dodger. Professionally maintained. Buy this boat for cruising the Bay/Delta/Coast. You won't be sorry. Come see Cape Dory quality. \$27,000 or b/o. Phone (415) 357-8297.

CATALINA 30, 1978. Must sell. Fast, wheel steering, compass, dodger, h/c pressure water, refrig, Atomic 4. Great boat and a great deal at \$17,000. (805) 528-6660 - Morro Bay.

NOR'SEA 27-FT. Aft cabin cruiser, new 2 GM 20 Yanmar, shore power, trailerable & in good condition. Berthed at Bodega Bay (Spud Point E10). \$37,000. Call 6 p.m.-8 p.m. only. (707) 865-2739.

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CROSBY 28-FT SLOOP, 1963. New Westerbeke dsl, compass, DS, battery, jib. Water heater, private head, charger. Very clean and comfortable. Varnished mahogany interior w/all the liveaboard comforts. A real pocket cruiser. \$7,500, including inflatable. 332-2468.

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CORONADO 25. Great Bay/family boat. Racing rigged. All lines led aft, VHF, stereo, 3 sets sails, stove, head, well maintained, solar charging sys., Johnson o/b, extras. Only \$6,800. (415) 977-9275.

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FREYA 39. Rent, lease or buy a percentage or all of it. Super safe, reasonably fast world cruiser. Getting divorced - Let's talk. The cruiser wants to go. I have to stay. Call (415) 925-9535 or 441-7018 for details.

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NEWPORT 33, 1984. Pristine condition, too many extras to put in this ad. Owner must sell due to medical reasons. Boat will not be stripped, everything goes. Call for complete gear listing and sell price. Must see to appreciate. (415) 728-5178.

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CATALINA 36. Fast Bay/Delta cruiser. Pedestal steering. Compass, roller furling, jiffy reefing, spinnaker. 14 lines led aft. Large self-tailing winches. Three staterooms. Loran, Hi-Fi. VHF, Speedo, deeper, canopy, cockpit table, dinghy, o/b, new epoxy bottom. \$60,000, possible terms. (415) 494-0659.

CORONADO 35. A comfortable liveaboard/cruiser tri-cabin with lots of room! Equipped with dsl, VHF, anchor windlass, refrigeration, stove/oven, microwave, h/c pressure water, aux water and fuel tanks and more. Get the most boat for your money! \$32,500. Dan (916) 432-3516.

34-FT SCHOCK. New - 1987 (Dealer's boat 'til 8/89). \$30,000 in new cruising equipment 9/89. Stereo/cass w/Bose, 27 hp Yanmar w/120 amp alternator, SatNav, Heart inverter, 5 batteries, 100 gal water, 50 gal dsl, Signet, Adler-Barbour freezer, Autohelm 4000, CTV & VCR, deck shower, pressurized h&c, storm, 110%, gennaker and main by North, a/c, microwave, LPG, full dodger & sunshade. Immaculate! Never used. Illness forces sale. Cost over \$100,000 - Asking \$79,000 or b/o. Call for details, photo, pages of installed options - ready to cruise. (415) 589-1797.

WORLD'S BEST EQUIPPED ERICSON 35, 1979. Yanmar dsl, radar, Loran, reeler, propane, TV/VCR, AP, VHF, elec windlass w/ht chain, inflatable dink, full canvas, furling jib, much more. Send \$3 for 24 photos, specs. P.O. Box 413, Eastsound, WA 98245.~

SAVE A CALIFORNIA CLASSIC. 38-ft Farrallon Clipper #2 "Mistress" is for sale. Much work has been done. 14 new frames. New garboard plank. 3 new keel bolts. Refastened 15 planks. Owner of 13 years out of money. Need to finish: 4 new floors, bulkhead, mast step. Rebuild interior forward - But includes all necessary equipment for sailing. New main, new jib, 6 other sails including spinnaker. New interior cushions and fabric. VHF, DS, etc. Beautiful vessel that sails like the devil but I'm out of dollars. \$24,000. Call 956-5014. Located San Francisco Boat Works, China Basin.

CAL 35, 1983. Well maintained. Roller furling, headfoil, full batten main, self-tailing, 32 hp dsl eng., Autohelm 3000, VHF, knotlog, depth, h/c water, shower, bottom sandblasted and painted. \$55,000. Phone Phil (415) 591-3563.

CAL 35, 1980. Performance cruiser, spacious interior, outstanding liveaboard. Excellent condition. Dsl engine, dsl heater, dodger, windlass, radar, Loran, VHF, Autohelm 3000, Avon Redcrest, o/b, cruising spinnaker, folding prop, h/c water, KM, DS, log, CB, Bruce anchor. \$72,000. (415) 969-9512.

37-FT CREALOCK, 1982. "Coaster". Very good condition. Custom interior, epoxy bottom, full cruising gear, self-tailing winches, 8-ft dinghy with o/b, self-steering gear, Autohelm 2000, solar panels, SatNav, etc. Please call (415) 793-5141 eves.

APHRODITE 101 - 33-FT. Great singlehander "Stormrider" built by Blanca Yachts in Denmark. Former H and J season champion, and 2nd place for 1988 season in J Division - HDA. 1988 North main. Called "one of the prettiest boats in the Bay". Features beautiful Danish workmanship, mahogany interior. Yanmar dsl, one owner, sink, stove, sleeps 5. Fabulous cruiser for Bay. Self-tacking jib makes going up city front a breeze. \$27,950. Call 8:30-5:00 M-Fri (415) 944-8600. Ask for Greg Warner.~

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HANS CHRISTIAN 38 MKII, 1980. Excellent condition. Cruiser ready & great liveaboard. Queen Pullman berth. Dodger, electric windlass, Aries windvane, Loran C, VHF, stereo, VW dsl, solar panel and much more. \$89,000 or b/o. Moving. (415) 564-7508.

WESTSAIL 32 CUTTER. Custom interior, extra heavy construction, unique teak taff-rail. Wheel and tiller. 25 hp Faryman dsl. Roller furling, full electronics, AP, AC/DC, pressure washdown system, gimbaled propane stove. 6 page equipment list. Best offer over \$40,000. Call (408) 377-4815.

UNION 32 CUTTER. Ted Brewer design, well equipped for cruising. Excellent condition. Located in LaPaz - Buy her there and save sales tax, or will deliver. \$54,000. (408) 475-5757.

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ISLANDER 36. Winner at '89 Oakland-Catalina race (See *Latitude* Aug. '89). Beautifully maintained, cruise/race ready. Full electronics, AP, Loran, Harken roller furling, quickvang, dodger and many extras. Perkins dsl and complete epoxy bottom job. \$56,500. (916) 652-6386.

UNION 36, 1984. Beautiful cutter in excellent condition. Hauled Nov. '89. Perkins dsl, windlass, VHF, stereo, depth, knot, Loran, EPIRB, sleeps 7, h&c press water, radial headsail, much more. Asking \$67,900 or trade equity for smaller sailboat. (707) 746-6770.~

WESTSAIL 32-FT. Heavy displacement F/G double-end. Very spacious. Partially finished from a factory built hull. Custom flush deck, sails, lots of gear. Great liveaboard, great cruising potential. Sacrifice at \$10,000 or b/o. 864-2669.

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40 TO 50 FEET

43-FT STEEL SCHOOLER, 1984. Modern proven passagemaker, equipped for cruising, offered for immediate sale. \$58,000 firm. Lying Bay Area. For appt to view or particulars call (604) 521-2895 - Sasha Dupre, Apt #378 - 720-6th St., New Westminster, BC Canada V3L3C5.

47-FT FERROCEMENT SLOOP. Robert DeHaan design/Sparkman & Stephens. professional hull. Berths 3 dbl, 4 single, Yanmar 2TE-22 hp, full Cat 1 safety. Over 20,000 miles bluewater cruising. Extensive inventory. \$42,000. Kortegast - Fax # 011 852 3-3581017 or c/o West Marine fax # 011 852 5-8543854.~

C&C CUSTOM 43, 1972. Legendary C&C custom shop quality makes this red-hulled yacht capable of cruising or racing anywhere. Recent Awlgrip topsides/spars. Equipment on board "Mystery" incl 19 bags of sails, VHF, Loran, AP, sea berths for 9, sturdy sloop rig & reliable Perkins 4-107 power. She is one of the strongest boats built due to her unique dbl hull construction, yet she is seakindly, roomy & fast. Now seriously for sale, asking \$75,000 or b/o. Leave msg at (415) 655-3265.

CSY 44-FT CUTTER. Asking \$125,000. Will consider real estate trade. Will help finance with qualified buyer. Yacht in mint condition total refit in 1987. Ready to sail the Bay or cruise the world. one owner who lived aboard. Contact Roger (707) 762-2821.

47-FT S&S. Ex-Irish Admiral's clipper, built 1973. Teak decks '81, Hood sails '88. new engine/ Awlgrip topsides '89, now fully fitted, full B&G electronics, SatNav, Loran, VHF, self-steering, lil-raft, dinghy - In fact, loaded! Best offer over \$75,000. (415) 326-8369.

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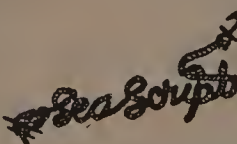
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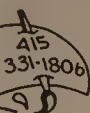
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PETERSON 44 AUXILIARY CUTTER. Center cockpit, 50 hp BMW dsl, 125 hrs on engine. New paint top and bottom, new main, 4 jibs, spinnaker, 2 cabins, 2 heads, new interior, recently surveyed. \$85,000. No trades. Call (408) 779-6885 or (408) 779-9200.

43-FT WESTSAIL, 1977. Stern cockpit, factory built cutter. Super condition, many extras. Loaded w/electronics. Documented. Reduced to \$75,000. A super, super buy. (602) 935-1324.

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SPRAY COPY, 40-FT, 1980. Proven ocean cruiser. Beautiful classic lines. Excellent balance, designed to self-steer. Heavy construction, cedar lapstrake planks, 6"x7" sawn frames, 371 GMC dsl, huge cargo hold, automatic pilot, Loran C, VHF. (415) 854-8429.

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25, MOSTLY VEGETARIAN WOMAN seeking to crew to Hawaii anytime soon. My experience is mostly Bay sailing. Offer skills of a normal hand. No heavy trips please. Tricia Malachite Saunders, 771 Cole St., Apt #4, San Francisco, CA 94117. (415) 750-0914 or 821-7227.

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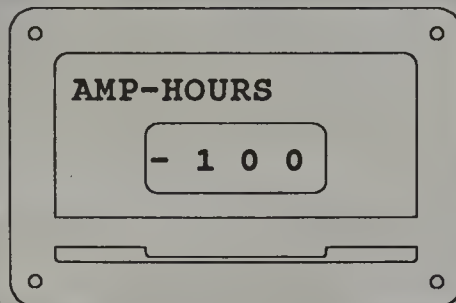
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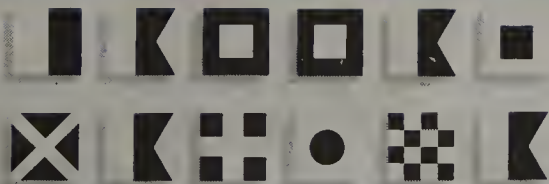
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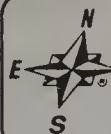
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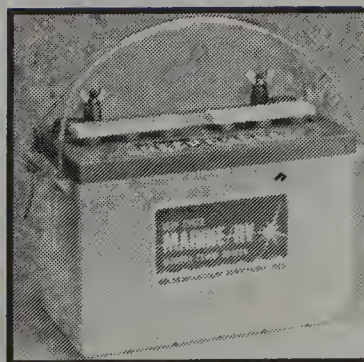
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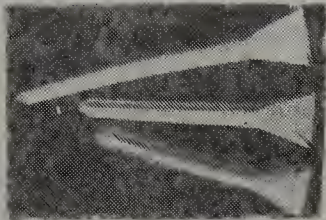


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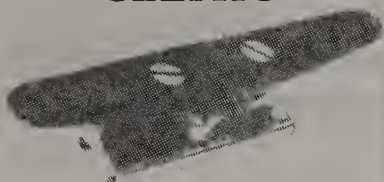
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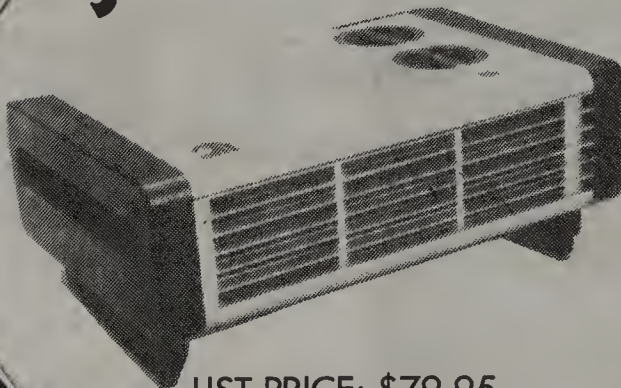


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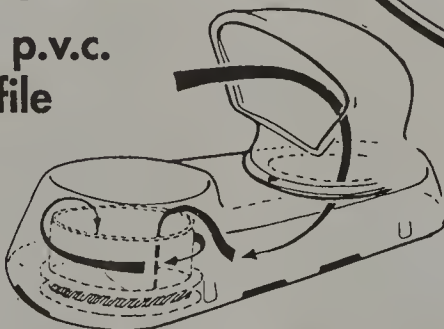
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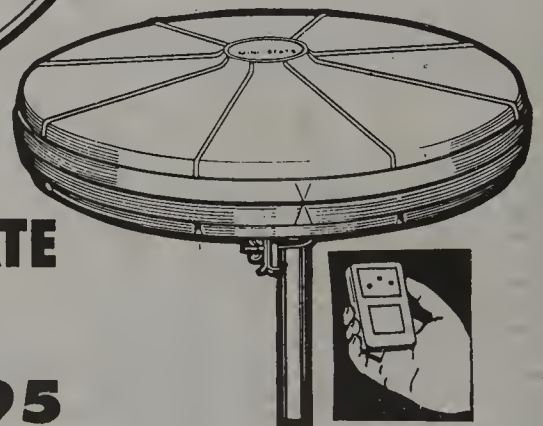
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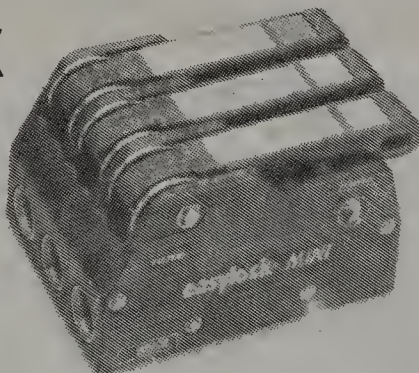
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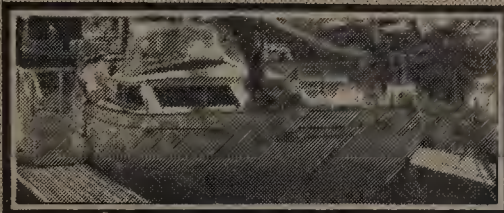
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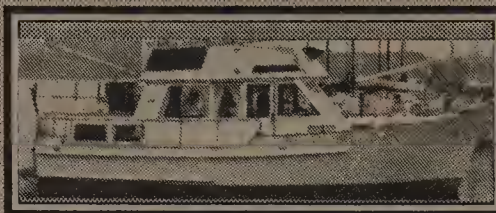
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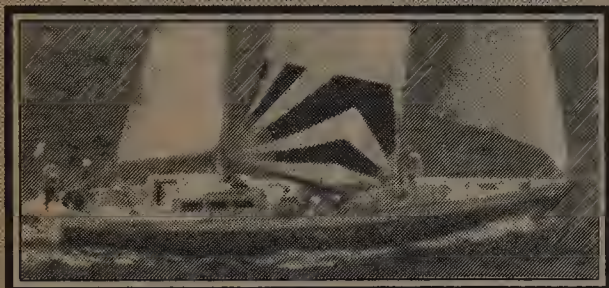
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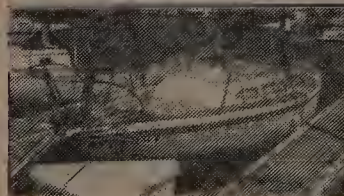
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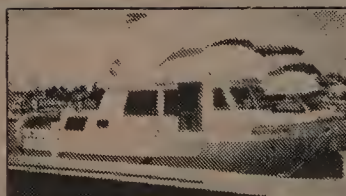
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37'	EXPRESS, '85, RACE!		115,000
37'	RANGER, '73, RACE/CRUISE		41,000
37'	PROUT SNOWGOOSE		
	ELITE CAT, '86		30,000
36'	CATALINA, '87		68,000
36'	ISLANDER SLP, '78		54,000
36'	ISLANDER SLP, '69		44,000
36'	BILL LEE, '73		39,500
36'	PEARSON 365 KCH, '78		58,500
36'	PEARSON 365 SLP, '76		77,500
35'	ERICSON, '84		66,000
34'	PEARSON, '84		55,000
34'	C & C, '78		45,000
33'	CAPE DORY, '81		69,000
33'	CAL SLOOP, '74		33,000
32'	CHEOY LEE PH M/S, '71		55,000
32'	ISLANDER, '77		37,000
32'	WESTSAIL		CALL

29' COLUMBIA 8.7

..... 22,500

POWER

75'	AGUILAR, '83, sport fish	..	1,395,000
57'	CHRIS CRAFT, '66	.....	159,000
55'	ALASKAN, '77	.....	220,000
50'	HATTERAS CONVERTIBLE, '80	.....	500,000
50'	ANGEL, '88 motor yacht	.....	340,000
50'	GRAND BANKS, '71	.....	215,000
40'	OCEAN ALEXANDER, '81	.....	249,000
49'	ALASKA, '73 WD	.....	155,000
48'	WESTPORT, '79 sport fish	.....	149,000
45'	SEARAY, '88, aft cabin	.....	239,000
44'	MARINE TRADER, '79	.....	105,000
43'	AZIMUTY, '85	.....	320,000
43'	HATTERAS, '80	.....	199,000
43'	HATTERAS, '78	.....	200,000
42'	GRAND BANKS, '85	.....	245,000
42'	GRAND BANKS, '79, Europe	.....	195,000
40'	MARINE TRAOE, '78	.....	105,000
40'	BLUEWATER, '80	.....	99,900
38'	BAYLINER, '87	.....	CALL
38'	BAYLINER, '85	.....	105,000
36'	SEARAY, '85, AFT CABIN	.....	115,000
36'	GRAND BANKS, '86 S-325 CAT	.....	135,000
36'	GRAND BANKS, '77 S-120	.....	98,500
36'	GRAND BANKS, '74	.....	96,500
36'	GRAND BANKS, '67 T-120	.....	79,000
35'	COOPER, '89	.....	90,000
32'	SEARUNNER, '87	.....	40,000
32'	BAYLINER EXPLORER, '81	.....	45,000
32'	GRAND BANKS, '82	.....	85,000
32'	GRAND BANKS, '67		43,500

This is just a few of our many listings Call us to discuss your needs.

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POWER

16'	REINELL, '86		7,500
23'	COBALT W/TRLR, '84		10,000
30'	COOPER, 'BB		79,000
39'	SEARAY, '88, LOADED		CALL
42'	GOLDEN STAR, '88, W/TRWLR	.....	175,000

47' SKIPPER LINER, STL HSBT, '86

MUST BE SOLD! 75,000

SAIL

36'	ISLANDER, '76		NEED OFFERS
37'	RANGER		Only \$ 44,000
29'	COLUMBIA 8.7		22,000

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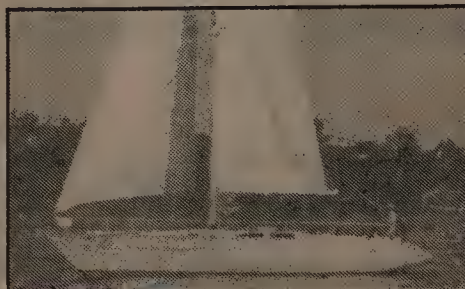
BAY BRIDGE YACHTS

SELECTED BROKERAGE

22'	MERIT	SL	1984	OB	\$ 9,500
24'	YANKEE DOLPHIN	SL	1971	OB	\$ 7,500
25'	CORONADO	SL	1969	OB	\$ 7,900
27'	ERICSON	SL	1976	OB	\$ 18,500
29'	COLUMBIA	SL	1966	SG	\$ 17,500
29'	CAL	SL	1976	SD	\$ 29,500
30'	COLUMBIA	SL	1978	SD	\$ 29,900
32'	ERICSON	SL	1974	SG	\$ 27,500
34'	HUNTER	SL	1988	SD	\$ 55,900
36'	COLUMBIA	SL	1968	SD	\$ 24,000
37'	TRI	KTCH	1978	SD	\$ 22,900
38'	CROSS TRIMARAN	KTCH	1976	N/A	OFFERS
41'	CT	KTCH	1976	SD	\$ 84,900
45'	LANCER	P/S	1983	TD	\$132,000

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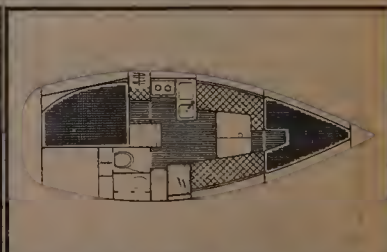
45' MULL NZ

Gary Mull, eye pleasing, performance & cruising oriented design. N.Z. robust construction. Like new cond., professionally maintained. Swan-like quality/appearance; new main/cover, jib furl-

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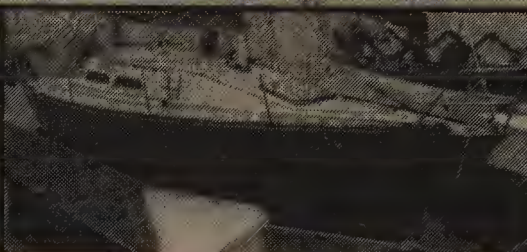
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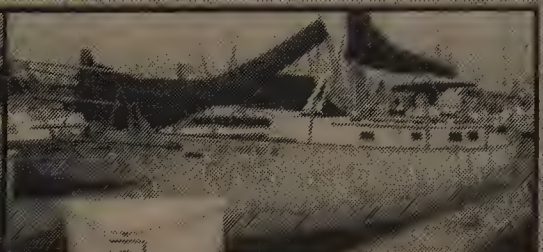
1981 CREALOCK 37'

A very special Pacific Seacraft with lotsa cruising gear. Six sails with all running rigging led aft. A warm and inviting interior with diesel heater. Strong, stylish and manageable . . . and only asking \$90,000.



1982 WYLIE 34'

The pride of a local designer, builder and publisher. This very special cruiser/racer carries 10 sails and enough electronics to keep the best tactician happy. Asking a very affordable \$45,750.



1980 NIAGARA 35' MK I

Graceful as well as functional. A boat that has proven itself to the cruising community. The asking price has just been reduced to \$69,900, so she warrants a second look.



1985 LANCER 36'

A Bill Lee design (so she's gotta go fast), with twin aft cabins. Roller furl headsail + spinnaker. A great liveaboard with CNG refer, stereo. Asking \$61,900.



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A cutter rig, diesel powered, enclosed aft 1/4 berth, coastal cruiser that is both affordable as a liveaboard and easy to sail as a weekender. The seller is ready to "deal".



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A "wolf in sheep's clothing". This special edition Bruce King design could be the perfect "sleeper" for club racing. Or . . . just cruising. This one will get you there quickly. Anxious seller just reduced to \$35,500.



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Born & bred in fresh water. This new listing hits the big pond with fresh bottom paint, B&G instruments, Loran, 3 spinmys, (2) #1's, (2) #2's & (1) #4 + stay sail. Nobody builds em like C&C, nobody! Ask \$82,950.



1978 MORGAN 38'

A proven cruiser with a lasting reputation for quality construction. This one has new sails with roller furling, new instruments with Loran. New refer. Before you buy any cruising boat this size, see this one. Asking \$71,500.

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• 34' WYLIE	45,750
• 34' ERICSON (T)	35,500
32' MARINER	30,000
• 32' ELITE	49,000
• 30' HUNTER	22,900
30' RANGER	29,900
• 30' C & C	34,500
30' ISLANDER BAHAMA	29,900
• 29' CAL	21,950
29' ERICSON	27,500

BAY & COASTAL CRUISERS, Cont'd

• 27' CONTEST	24,950
LIVEABOARD/CRUISERS	
• 47' PERRY	\$129,500
• 46' SEA STAR 46/PH	135,000
• 45' HUNTER	134,500
45' JEANNEAU	175,000
44' NORSEMAN 447	215,000
• 43' ENDEAVOR	99,500
• 43' YOUNG SUN	109,500
41' C&C	67,500
40' CHALLENGER	69,000

LIVEABOARD/CRUISERS, Cont'd

• 38' ERICSON, 2 fm	79,000
• 38' MORGAN	71,500
• 37' CREALOCK	90,000
• 37' HUNTER	39,500
• 36' LANCER	61,900
• 36' COLUMBIA	39,500
• 36' ISLANDER	49,500
35' C&C	82,950
• 35' NIGARA MKI	69,900
• 32' ISLANDER	30,000
• 31' CAPE DORY	59,500
• 28' BRISTOL CHANNEL CTTR	52,000

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57' CHRIS CRAFT	\$169,000
56' PILOT HOUSE SEDAN	129,000
49' ALBIN	165,000
48' PACEMAKER	110,000
• 44' GULFSTAR	168,000
• 43' HATTERAS	179,950
• 42' TROJAN	69,500
41' PT	94,500
• 36' SEA RAY	109,000
• 35' CHRIS CRAFT	81,500
• 32' EAGLE PH	63,500

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26' PEARSON 1977	OFFERS
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27' CHEOY LEE Offshore	19,995
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30' CHEOY LEE Ketch	20,000
30' WM GARDEN dbl endr	22,000
30' ERICSON	2 from 17,900
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30' ISLANDER BAHAMA	28,500
30' KNARR	12,500
30' PACIFIC	10,400
30' SPIDSGATTER	35,000
31' MARINER Ketch	29,000
31' COLUMBIA 9.6	30,500
32' CHEOY LEE M/S	55,000
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34' ANGLEMAN Ketch	47,500
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35' YAWL, "TERE"	52,750
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43' CHEOY LEE M/S	148,000
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45' LANCER P/S	125,000
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46' GARDEN KETCH	89,500
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55' SWEDE	89,950
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58' HERRESHOFF, F/G	135,000
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62' CUTTER "CLOVER"	150,000
65' SLOCUM SPRAY	97,000
72' STEEL KETCH	195,000

POWER	
18' MARLIN	7,000
18' HERRESHOFF PILOT	7,500
21' BAYLINER	9,950
23' VASHON, DIESEL	12,500
24' BEACHCRAFT	15,900
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27' FAIRLINER	6,500
28' OWENS	11,500
34' BAYLINER	39,000
34' CLASSIC, DIESEL	29,900
35' TRAWLER	55,000
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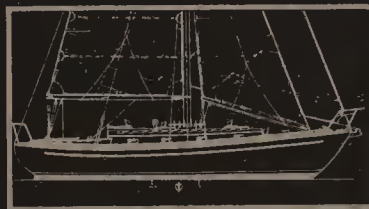
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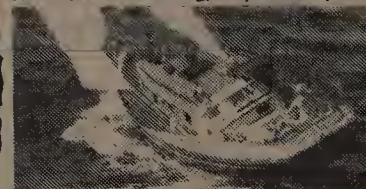
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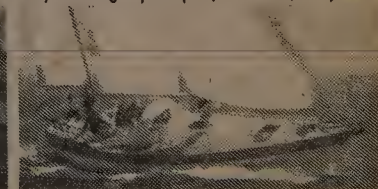
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41' CT KETCH, divorce	OFFERS?
42' CREALOCK, new	109,900
44' SEAWOLF, '79	89,950
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45' GARDEN PORPOISE	89,500
48' CHEOY LEE	159,500

49' TRANSPAC, '86, (2)	148,000
50' COLUMBIA, '86, 7 bags	95,000
POWER	
42' BRISTOL TS DSL trwlr	51,500
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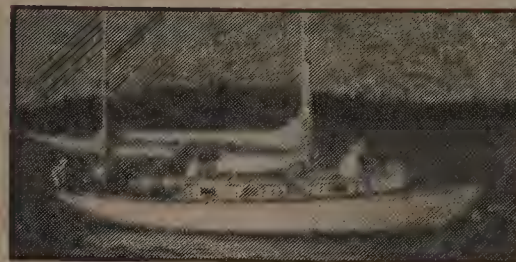
36'	Morgan	59,500
40'	Mariner	75,000
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26'	Bayliner	27,500
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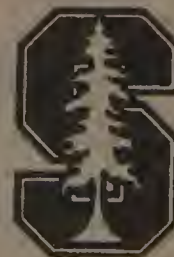
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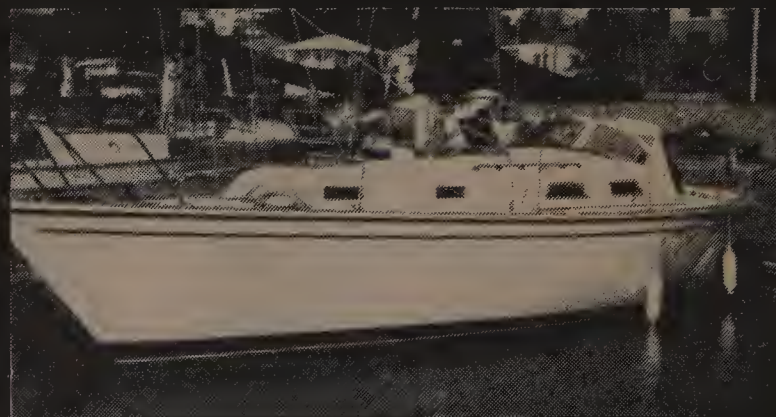
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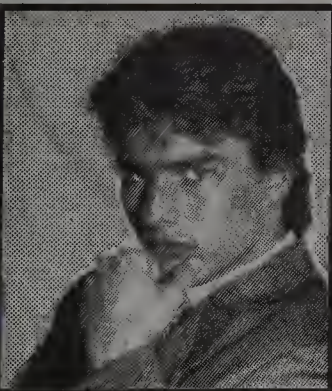


34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. Asking \$68,000.

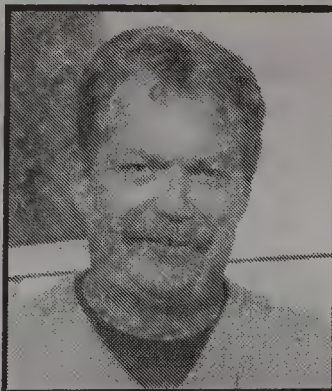
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